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MARRIAGE.

On July 30th, at The Hague, J. JONCK-
HEER, of the Java-China-Japan Line, to
Miss M. C. DE BRAUW. (By proxy.)

1991

HONGKONG OFFICE: 10A, DES VEXES ROAD C.
LONDON OFFICE: 181, FLEET STREET, E.C.

The Daily Press.

HONGKONG, AUGUST 17TH, 1912.

Is Victoria Gaol over-crowded? Are
prisoners being liberated before their
sentences have expired? We have been
asked these questions several times dur-
ing the past couple of months. On the
other hand, we have been told of com-
plaints of a considerable number of men,
arrested with a view to banishment, being
detained at the gaol week after week
pending an investigation into their
antecedents. The two stories have seemed
to us scarcely reconcilable, but a little
incident occurred in the Second Magis-
trate's Court on Thursday last, which
suggests that some justification exists for
asking the question whether the gaol
accommodation is adequate to what
appears to be the growing need of the
Colony. We learn from a spectator who
was in Court that an old criminal came
before Mr. MEYBOURNE on a somewhat
serious charge. After the evidence in the
case was heard, the man's previous re-
cord was put in. It showed a long
list of convictions, the last on the
list being one of house-breaking, for
which he was sentenced to six
months' imprisonment some time in May.
Yet he was before the Court again on
another charge on August 16th. The
Magistrate, we are informed, noticed and
queried this record, thinking that the pri-
soner must have been discharged in May.

but Mr. T. H. KING, the assistant Super-
intendent of Police, was understood to
give his Worship the assurance that the
prisoner entered upon his sentence in May.
Then, as Mr. MEYBOURNE wanted further
information, the Assistant Superintend-
ent of Police said he could explain, but
instead of explaining so that those in
Court might hear, he passed over to the
Magistrate and whispered the explana-
tion. What was it that he told his Wor-
ship? It would be interesting to the
public to know. Here was a man
sentenced in May to six months' imprison-
ment for house-breaking, let loose upon
society in less than three months, and
is again before the Magistrate charged
with a new crime! How many men, we
wonder, have lately been discharged from
the gaol before their sentences have half
expired? Does this account for the re-
markable series of burglaries in the
Colony during the last few months? Does
it explain the light sentences so fre-
quently passed by the Magistrates? One
frequently hears the numerous cases of
burglary attributed to the slackness of
the police, but if any considerable num-
ber of prisoners has been discharged
from the gaol after serving but half their
sentences, can we blame the police entirely
for the prevalence of crime? We know
that the case we have mentioned is not
an isolated one. At least, it came to our
knowledge some weeks ago that informers,
—the men of the secret service—had re-
ported to their superiors that certain
men who had not paid their fines for
certain offences were at large. Naturally
it was a matter for inquiry that men who
had not paid their fines and who had not
completed their term of imprisonment
should be at liberty, —as informers
get some portion of the fines—and,
as we have said, it was whispered that
the accommodation in gaol was so limited
that men were being released after serving
perhaps two months of a sentence of six
months, or it may be even less. That this
is a serious matter is at once apparent.
It renders more difficult the work of the
police, who must be nonplussed to have
to deal with men who are supposed to be
safe in prison. If the gaol be over-
crowded, as this state of affairs seems to
indicate, it is surely incumbent upon the
Government to make adequate provision,
even if they have to rent additional prop-
erty. Surely there are buildings in the
Colony that can be made to serve the tem-
porary purposes of a gaol until more
adequate arrangements are made; and it
may further be suggested that the time
has arrived when a branch gaol might
be built in the New Territory and con-
vict labour employed in road-making or
otherwise developing the territory. The
whole matter seems to be one calling for
the earnest attention of the Government.

The meeting of shareholders of the
Hongkong and Shanghai Bank takes
place at noon to-day, at the City Hall.

We observe that three pupils of St.
Xavier's Institution, Penang, have left
to enter the Hongkong University.

Hoihow has been released from quaran-
tine regulations by the Governor-in-
Council.

Sixty suffragettes, headed by Miss
Shen Pei-cheng, have approached the
Advisory Council, demanding the right
to have a voice in political matters.

Dr. Sun Yat-sen, late President of the
Republic, was duly elected a director of
the China Mutual Life Insurance Com-
pany at a board meeting held on the 6th
inst., at Shanghai.

Freda Maher and Sarah Solomon were
at the Magistracy yesterday charged with
refusing to pay legal ricksha hire. They
were fined one dollar each and were
ordered to pay the coolie fifty cents each
as compensation.

At the Magistracy yesterday P.S.
Edge was summoned by an Indian for
beating and assaulting him. It was
alleged that the officer pushed the com-
plainant and beat him. The hearing was
adjourned until next Thursday.

A Japanese amah was charged at the
instance of Francis Cruz, residing in
Haiphong Road, Kowloon, with the theft
of two gold rings, a gold watch and
chain, and \$15 in money. Mr. Lewis
appeared for the defence, and the case
was remanded.

A number of landslides have been re-
ported from various parts of the Colony.
Two occurred on the Jubilee Road, which
is now dangerous for motor traffic. The
first landslide is near Telegraph Bay and
the other is a little distance beyond. The
road from Aberdeen to Hongkong is
badly cut up by the rains, and on the
road from Aberdeen to the golf course
there have been several small landslides.
Another landslide took place near the
Hon. Mr. Murray Stewart's residence 113,
The Peak, where a portion of the retain-
ing wall has given way.

For failing to take proper precautions
while carrying on blasting operations a
Chinese contractor was yesterday fined
\$100.

The Consul for Russia, who is in charge
of the Austro-Hungarian Consulate in
Hongkong during the absence of Mr. Von
Wiser from the Colony, announces that
he will be "At Home" at the Austro-
Hungarian Consulate to-morrow morn-
ing, on the occasion of the birthday of
H.M. the Emperor Joseph. His Majesty
will be 82 years of age.

The daring of the Chinese "boy" is
illustrated by the experience of a Hong-
kong military officer the other night. The
boy left a chit asking for \$30, and the
officer, not seeing him before he went out,
left a note to the effect that he could not
have the money. That night he left his
gold watch and chain on his dressing
table, and when he returned from the
mess he discovered that they had gone.
The boy was absent, but he turned up
later and with him the watch and chain.
Apparently he had worn them in order
to create an impression when he went to
visit his usual haunts.

CHINESE WOOD OIL.

Mr. Frank Browne, F.I.C., Govern-
ment Analyst of Hongkong, contributes
to the *Chemical News* what will doubtless
prove to the profession a very useful
article on "The Heat Test for Chinese
Wood Oil." The quality of this oil, Mr.
Browne says, is determined to a large
extent, particularly in the United States,
by its behaviour to heat. The oil has the
well-known characteristic property of
forming a jelly when raised to 250deg. C.
for a few minutes. Different observers, Mr.
Browne says, employ usually different
temperatures, so that the results are not
easily comparable, and it has "seemed
very desirable in view of the large and
increasing export of this article to so
arrange a heat test which could be
repeated by both buyer and seller in any
part of the world." The test is fully
described by Mr. Browne in the article.

BURGLARY AT CRAIGIEBURN.

THIEVES' BIG HAUL.

Mr. G. A. Caldwell is the latest victim
of the Hongkong burglars, his rooms at
Craigieburn, The Peak, having been en-
tered by thieves on Thursday night and
articles stolen representing a value of
close upon \$600. The room occupied by
Mr. Caldwell is on the ground floor, and
has an enclosed verandah. All the win-
dows were closed when Mr. Caldwell re-
turned, and it is believed that someone
on the premises must have been in col-
lusion with the thieves, while the fact that
Mr. Caldwell slept through the opera-
tions of the intruders would suggest that
measures had been taken to induce a
protracted slumber. When Mr. Caldwell
awoke in the morning, he noticed that the
room was disarranged and several of the
verandah windows open. Examination
proved that the fears to which these
circumstances gave rise in his mind were
well founded. The premises had been
visited by burglars, who collected some 40
or 50 articles. The mantel-piece was strip-
ped of all the silver ornaments, Mrs. Cald-
well's silver toilet set was taken, and a
number of silver cups and bowls, sport-
ing trophies won by Mr. Caldwell, had
disappeared. Nothing that had an in-
scription was removed, a discrimination
which shows that the thieves must have
proceeded with their work with some de-
gree of leisureliness. A piece of plate pre-
sented to Mr. Caldwell's father fifty years
ago was also stolen. Fortunately the
thieves did not discover Mrs. Caldwell's
jewellery, worth from \$3,000 to \$4,000,
which was locked in a drawer. Finger-
prints discovered on some of the articles
may help the police in tracing the thieves.
Great sympathy is felt for Mr. Caldwell,
whose wife is at present lying seriously
ill in hospital.

"TRUTH" ON HONGKONG'S
MOTOR REGULATIONS.

Truth has the following comment on
the motor regulations, as issued some six
weeks ago, which, we should add, have
since been satisfactorily amended:—

"The Hongkong Government has issued
some regulations for motor-car traffic in
that colony which seem to be practically
aimed at its prohibition. By one clause,
for example, motorists are absolutely ex-
cluded from the Jubilee Road, which was
constructed by public subscription to
commemorate Queen Victoria's Diamond
Jubilee. There may have been need for
a stricter regulation of traffic in the
island, but judging from statements in
the *Hongkong Daily Press* there was no
sort of justification for the drastic course
that the Government has adopted in the
interests of horsemen, and it has natu-
rally aroused a great outcry among the
motorists."

PORTUGUESE LOAN.

The Government at Lisbon has managed
to raise a loan from several Portuguese
banking firms of \$500,000 to be used for
the building of railways in Portugal.

TELEGRAMS. TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE FUNERAL OF THE EMPEROR
OF JAPAN.

LONDON, August 16th.

An Admiral and probably a Field-
Marshal will accompany H.R.H. Prince
Arthur of Connaught to Tokyo. His
Royal Highness leaves for Tokyo on the
20th inst. *via* Siberia.

General Lebon will represent France.

LATER.

Field-Marshal Lord Methuen and
Admiral Sir E. S. Poe will accompany
Prince Arthur.

LIFE-SAVING AT SEA.

REPORT OF THE MERCHANT SHIPPING
ADVISORY COMMITTEE.

LONDON, August 16th.

A Bluebook has been issued containing
the Report of the Merchant Shipping
Advisory Committee on the subject of
life-saving at sea emphasises the view
expressed in its previous report (1911)
regarding the necessity for ensuring the
buoyancy of the vessel itself. There is
no evidence, the Report says, that there
has been a loss of life owing to lack of
boat accommodation since the introduc-
tion of the existing regulations in 1887.
The Committee recommends that gross
tonnage shall continue to be the basis of
the number of boats and davits, but that
special provision be made in the case of
vessels longer than 640 feet. The Com-
mittee thinks that additional collapsible
boats and rafts should be provided.

ALLEGED SPY ARRESTED AT
GALWAY.

LONDON, August 16th.

A Belgian, named Quetalet, has been
arrested at Galway on suspicion of
espionage.

There have been rumours in military
circles that a foreign Power was en-
deavouring to procure a map of the
Galway coast.

THE FUR SEAL CONVENTION.

AMERICA COMPENSATES GREAT BRITAIN
AND JAPAN.

LONDON, August 16th.

Reuter's Washington correspondent
wires that President Taft in a message
to Congress recommends the appropria-
tion of \$50,000 half to be paid to Great
Britain and the other half to Japan as
compensation for the restriction of
privileges under the Fur Seal Conven-
tion.

THE QUEEN ON THE CONTINENT.

LONDON, August 16th.

Reuter's correspondent at Neustrelitz
wires that the Queen and Princess Mary
have arrived. They were welcomed by
the Grand Ducal Family and other dis-
tinguished people.

MINERS' MINIMUM WAGE.

LONDON, August 16th.

The Conference of the Miners Federa-
tion at Blackpool denounced the adminis-
tration of the Minimum Wage Act as
most unsatisfactory.

NEW LAMP FOR MINERS.

LONDON, August 16th.

The Home Office prize of £600 for the
best electric lamp for miners has been
won by a German named Farber of
Dortmund.

A HONEYMOON TRAGEDY.

LONDON, August 16th.

Mr. Humphrey Jones, a Cambridge
lecturer, and his wife, while on a honey-
moon trip, have been killed in climbing
the Alps.

Mr. Jones was a member of the Com-
mission on Oil Fuel for the Navy.

TSAR OF BULGARIA'S JUBILEE.

LONDON, August 16th.

Rejoicings are taking place in Bulgaria
in connection with the jubilee of Tsar
Ferdinand, who reviewed the army in
the ancient capital of Tervovo, and in a
speech emphasised the need for a pacific
policy. The speech had a tranquillising
effect on the population.

[THROUGH REUTER'S AGENCY.]

FRANCE AND RUSSIA.

THE FAR EASTERN QUESTION.

LONDON, August 16th.

A message from Moscow states that the
Russian Premier and Foreign Minister
are going to Paris in September to re-
turn M. Poincare's visit.

The Grand Duke Nicholas will attend
the French military manoeuvres.

Reuter's correspondent at Paris states
that M. Poincare in an interview with
the Japanese Ambassador informed him
that a perfect agreement existed between
France and Russia regarding the loan
to China and as Great Britain completely
agreed with Japan the four Powers were
at one for the defence of Russian and
Japanese interests.

THE EX-SULTAN OF MOROCCO.

LONDON, August 16th.

Mulai Haid has arrived at Marseilles.

He was received with military honours.

THE DISASTER TO THE SPANISH
FISHING FLEET.

LONDON, August 16th.

One hundred and forty-three Spanish
fishermen were drowned in the storm.

CRICKET AT SHANGHAI.

WAYFOONG P. TAIKOO.

This annual fixture was played on the
Shanghai Cricket ground last Saturday
afternoon and resulted after a very keen
contest by a victory for the Wayfoong
representatives by 99 runs. The event was
witnessed by a large number of friends
and admirers of both teams, and feeling,
on several occasions, ran very high,
especially when some brilliant individual
effort was made by a competitor in the
endeavour to secure the victory. Way-
foong batted first and with the aid of
H. P. Sharp (52), H. F. Muriel (49),
T. M. Leitch (35), and M. W. Wood (23),
were able to bring the score to quite a
respectable total.

Mackay and Lawson bowled well for
Taikoo and between them took the hon-
ours in the trundling department. Taikoo
followed, but against the deadly bowling
of Ferguson and Leitch were only able
to put up a moderate score. Robinson,
who, if we remember rightly, has been
the saviour of his side on several previous
occasions, again had the honour of com-
piling a valuable score (22) which was
greatly appreciated. H. L. Beckett with
thirty to his credit headed the batting
list.

The full scores and analysis are
appended:—

WAYFOONG.				
H. P. Sharp, b Robinson	52			
H. F. Muriel, b Mackay	49			
T. J. Pontycross, b Beckett	15			
A. G. Stephen, b Beckett	2			
A. Ferguson, c and b Lawson	3			
T. M. Leitch, b Lawson	35			
V. M. Grayburn, c Mackay, b Lawson	14			
M. W. Wood, c Mackay, b Lawson	23			
A. Boyd, not out	0			
F. B. Winter, b Mackay	0			
C. H. Holland, not out	2			
Extras	3			
Total	200			

Bowling Analysis.				
H. Mackay	12	0	50	3
R. A. Lawson	9	0	50	3
A. L. Beckett	8	0	32	2
G. A. Robinson	3.5	2	46	1

T. S. Greenhill, b Ferguson 0 | | | |

G. A. Robinson, c Muriel, b Fergu-
son 22 | | | |

A. Parkhill, b Leitch 11 | | | |

C. M. Forrest, at Sharp, b Leitch 11 | | | |

R. A. Lawson, c Pontycross, b Leitch 5 | | | |

F. P. Mackay, c Winter, b Ferguson 11 | | | |

W. A. Willis, c Sub, b Ferguson 0 | | | |

D. L. Ralph, c Holland, b Ferguson 0 | | | |

A. L. Beckett, c Boyd, b Pontycross 30 | | | |

F. H. E. Hodges, b Muriel 2 | | | |

S. Agassiz, not out 4 | | | |

Extras 2 | | | |

Total 101 | | | |

Bowling Analysis.

A. Ferguson 10.2 | 0 | 41 | 5 |

T. M. Leitch 10 | 0 | 47 | 3 |

H. F. Muriel 4 | 3 | 11 | 1 |

T. H. Pontycross 3 | 0 | 10 | 1 |

Extras 3 | 0 | 10 | 1 |

CAUSES OF AEROPLANE
ACCIDENTS.

A report on the causes of aeroplane
accidents has just been presented to the
French *Ecole superieure aeronautique*
by Major Renard. He classifies the
fatalities as follows: 25 per cent. due to
the want of natural aptitude on the part
of the aviators; 13 per cent. due to the
insufficient training of the aviators; 9
per cent. due to the desire of aviators to
"show off"; 8 per cent. due to rashness
and want of foresight on the part of
aviators; 13 per cent. due to imperfec-
tions in the designs of the apparatus;
20 per cent. due to flaws or weaknesses
in the machinery; 10, or possibly 12, per
cent. due to atmospheric currents and
similar disturbances.

The latest addition to the wonders of
the world is to be called the Woolworth
Building, and is situated in the Broad-
way. Its height is eventually to be some
750ft., and it is to consist of fifty-five
stories.

SUPREME COURT

Friday, 16th August.

IN SUMMARY JURISDICTION.

BEFORE MR. H. H. J. COMPERTZ
(PUISNE JUDGE).

HOTEL-KEEPER'S CLAIM.

F. Reichmann sued C. Rickarts for
\$190.35. Mr. Reader Harris, of Messrs.
Wilkinson & Grist, appeared for the
plaintiff, defendant being represented by
Mr. Russ, of Messrs. Goldring & Bar-
low.

Mr. Russ asked for particulars. No
dates were given, nothing except the bare
fact that the sum was due.

Mr. Harris said he would give his
friend inspection of the documents.
There was \$100 for board and lodgings
and \$20 odd for chits. He asked his
Lordship to fix next Friday for the hear-
ing.

Mr. Russ said he could not advise his
client until he knew the nature of the
claim.

Mr. Harris replied that it was for
board and lodgings and chits as stated.
It was defendant who had informed him.
His Lordship—Doesn't your client
know?

Mr. Harris—Yes. The writ was issued
in a hurry.

His Lordship—Better give him parti-
culars.

Mr. Harris—I will do so immediately.
The hearing was fixed for Friday.

CLAIM BY A CHAIR COOLIE.

J. L. Crackett was sued by a chair
coolie for \$10.50.

Defendant said the plaintiff was form-
erly his head chair coolie, and the claim
was for wages. He had been dismissed
on account of disobedience. He was told
to come to the Peak Tramway Station
and did not do so. Defendant was not
inclined to pay him anything. In any
case the writ was wrong, as he had re-
ceived an advance during the month.

Plaintiff said he was dismissed on the
29th July. His master gave orders for
the chair to be at the Peak Station at
six o'clock and his wife gave orders for
6.30. He reached the station late, and
that was the reason why he was dis-
missed.

The hearing was adjourned until
Friday.

TITLES OF HONOUR IN CHINA.

By a Presidential Mandate, the Law
governing the bestowal of Titles of
Honour is promulgated. From the
native Press we learn that these titles of
honour are distinguished by six names
denoting six degrees of nobility of the
persons enjoying them. They are really
titles for nobles, although the Govern-
ment avow that the bestowal of them
should only be made upon persons who
have done meritorious service to the
Republic of China. The first title is
called "The Title of Great Marquis," which
is to be given to such men as Dr. Sun
Yat-sen and General Li Yuan-hung; and
regarded as equivalent to that of a
Prince. The other titles are deemed
in honour and nobility to be equal those
of a Duke, a Marquis, an Earl, a Viscount
and a Baron.

Commenting upon the above innova-
tion, a Shanghai native

CANTON.

[FROM OUR OWN CORRESPONDENT.]

August 15th.

ARMY DEPUTATION TO JAPAN.

The Army Commissioner and the officer in charge of the Kwong Yung Military Bureau have been directed to proceed to Japan and make a report on the Japanese Army methods of training and fire-arms in use both in the Army and Navy. It has been arranged that every facility shall be given them to make this report, and they are to make suggestions to the Army Board here for the bettering of the organisation. The most important part of their business, it is understood, will be to suggest the best modern rifle for use and the best type of field-gun and quick-firing gun. Expenses of the trip are being paid by the Government and they are to spend six months on the work.

TROUBLE AT NAM HOI.

There have been several disturbances at Nam Hoi lately. There are crowds of bad characters and discontented disbanded soldiers in the vicinity to stir up trouble, and the Magistrate there has been having anything but a quiet time. During the last few days he has ordered all the village elders to call at his yamen, and consultations have taken place as to the best means of routing out these undesirable. The Chief Magistrate has declared it his intention not to rest till this is done, and he has asked for a large reinforcement of soldiers at an early date to enable him to carry out his scheme. It is good to see the local authorities taking up matters like this, for it seemed previously to be the usual thing in cases of this kind to sit down and wait till the authorities at Canton could send and do the work of suppressing disturbances for them. There are large numbers of men abroad in the delta who are doing nothing but looking for trouble, many of them disbanded soldiers who consider they have a grievance against the Government, and to clear these characters out, or, at least, let them see what they may expect if they become troublesome, is a very important duty of the Government at this time.

NATIONALIZATION OF RAILWAYS.

The other day a telegram reached the directors of the Yuet-Han Railway from Szechuen stating that the people there have approved of handing over the control of the railways to the Government and asking that the shareholders in this province should consider the question also, and let the Yuet-Han Railway become the property of the Government. However, the opinion here has not changed since this question was mooted before, and the Cantonese are prepared to meet it with the strongest opposition. Quite a lot of trouble was caused about nine months ago by the Government's proposal to take over all the railways, and the feeling then engendered has remained, so that there is no hope of this proposal coming to anything.

THE EDUCATIONAL CONFERENCE.

The large Educational Conference which was held in the Normal College here has concluded its debates, but no report of the results has come to hand yet. The deputies from the province have been visiting the various schools and are to make a tour of inspection of all the factories in and round the city before leaving for their respective spheres of influence. It is to be hoped that something has come out of this conference and that a full report of the discussions will be published, as this is the first thing of its kind which has ever been held in this province.

ECONOMY IN GOVERNMENT SCHOOLS.

The matter of economy is not to stop in the Government offices, but is being carried into the Government schools. Previously teachers in these schools have enjoyed free quarters and free meals during school hours, but the Commissioner thinks this too much of a good thing, and from September 1st all teachers enjoying these privileges will be required to pay for them. So far there is no demur, this being considered quite fair, and although it will not bring any great sum into the Treasury, still it shows that the Government is determined to economise in every possible direction.

SHANGHAI-NANKING RAILWAY.

A PROSPEROUS HALF-YEAR.

The Shanghai-Nanking Railway has enjoyed a prosperous half-year and the increased net profits show the enterprise that has been manifested by Mr. A. W. U. Pope, the General Manager, and his staff. In presenting his report Mr. Pope says: "I have the honour to inform you that we have so far arrived at the earnings and expenditure of the railway for the half-year ending June, 1912, as to be able to report that the earnings approximately (they are more rather than less) will be \$1,407,000, the working expenses \$821,000, net earnings \$586,000. Thus the working expenses amount to 58.4 per cent. of the gross earnings. The net earnings thus pay a tribute over four per cent. on the loan."

A comparative table shows the net earnings for the half-year ending June, 1912, pay almost two per cent. more than those in the same period of 1911.

HOME AND CHINA AFFAIRS.

[FROM OUR OWN CORRESPONDENT.]

LONDON, July 23rd.

THE POLITICAL SITUATION.

In spite of Mr. Lloyd George's fervent appeals to the working classes and the wild enthusiasm shown by the men of Dublin to Mr. Asquith last week, the lot of the Premier "is not a happy one." There is a new section of critics in the House, heading straight for land taxes, claiming Mr. Lloyd George as their prophet and the newly-elected Messrs. Hemmerde and Outhwaite as their missionaries. They have against them a large section of the Liberal party, so out of that cleavage there has arisen some interesting talk of Lloyd-George playing for his own hand—and the Premiership—against Mr. Asquith. Then there is the Little Navy section protesting that Winston Churchill is asking far too much for the navy, though secretly, I hear, they are glad his demands do not run to over a million. Nevertheless their chief scribe, Mr. Massingham, indulges in strong onslaughts on the head of the navy department, and gives Mr. Asquith a conditional notice to quit for the same cause. He hints that Lloyd-George would be an acceptable successor, but the suggestion has fallen very flat in the House. Lloyd-George is very useful as a big drum performer, but just now he could hardly wear the mantle of Asquith. Nevertheless all sections of the party, except the extreme imperialists, view with alarm the mounting cost of naval expenditure, which hinders other pressing but expensive proposals very materially. But Lloyd-George is far too astute to start a personal campaign just now. He knows very well the moment is not opportune. He has not so far recovered the popularity he lost by reason of the electoral disadvantage, disclosed several months ago, of the Insurance Act, and the failure of his legislative schemes to allay industrial unrest. This week we have begun to lick insurance stamps in earnest, and though there is no obvious sign of strain thereby on the face of the man in the street, he nevertheless is not yet in accord with the Chancellor on a measure which puts him to a lot of unaccustomed fuss. Therefore it is daring of Mr. Massingham to write—"Sooner or later he (Mr. Asquith) will lose his Chancellor, and nine-tenths of the thinkers and fighters of Liberalism will follow the banner of the only executive statesman in Europe, whom the mass of the people look upon as their champion and friend." Even if this finds an echo in the heart of the Chancellor himself—which is doubtful—it does not find any in the lobbies at Westminster.

SHOOTING AT BISLEY.

At Bisley this year there has been splendid weather, and from many points of view there has been a successful meeting, though the usual competitors from the Far East were missing. The City of London team won the China Cup, the magnificent silver trophy presented in 1894 by the Volunteers in China for annual competition by the home volunteers, which was competed for by seventeen teams of ten from the administrative areas of any single territorial county association. Looking over the meeting as a whole, however, one of the old staggers tells me he could not help feeling a good deal of a pessimist over the future of the rifle meeting. Interest in the competitions, he thinks, is flagging. In several directions, too, there is a suspicion that the War Office authorities want to "crab" the meeting: this, at any rate, is the explanation which has suggested itself to the minds of many, who can find no reason in some of the proceedings of this autocratic department of the State. It is also rumoured that the military authorities have designs on the ground. It is already their property, and, according to local report, it is wanted for training purposes. It is impossible to say how far these conjectures may prove to be well-founded, but my informant is one who ought to know what he is talking about. Sergeant Ommundsen again did some splendid shooting, and incidentally tried his hand at the new Ross target, the automatic device that flashes back to the elbow of the marksman the precise spot hit on the target by every shot. That invention, which is by an Australian electrical engineer, he thinks will do away with all doubts and disputes in future rifle shooting, besides making practice at the butts a pleasant pastime in which any individual marksman can indulge at any time without the aid of a marker.

THE "SELANDIA."

On its return to the Thames from Far Eastern ports the new oil-engined liner, the *Selandia*, belonging to the East Asiatic Company's fleet, has again created a mild sensation among shipping men. She seems to have performed with amazing perfection, and the experts of both mercantile and admiralty fleets have not been slow to make notes on the fact. Before she went out to Bangkok on her maiden voyage Sir Henry Oram made a trip across the North Sea to Antwerp

to observe the behaviour of the engines. He is Engineer-in-Chief of the Navy, and it is surely of some significance that a day or two ago he paid the vessel a second visit, accompanied by members of his staff.

THE SUFFRAGISTS.

Our gentle sisters the suffragists are gallily killing their cause. The violent attacks on Ministers and the wanton damage of the last few months have shaken even their friends, like Mr. Ramsay MacDonald, who describes their tactics as "tomfoolery." To crown it all is the throwing of a hatchet dangerously near Mr. Asquith's head and the attempt to set a crowded theatre on fire in Dublin. The anti-suffragists are jubilant, and say they have nothing to do now but leave the women to wreck their own cause. It is very clear if they keep up this sort of thing they will soon be out of favour altogether. As it is, many members who have aided them before will either vote against them or abstain at the next test in the House of Commons. It is an ill-wind that blows nobody any good. In this case the Government is relieved of an embarrassing question by the folly of its advocates, for only a few hardy advocates of the suffrage, like Keir Hardie and George Lansbury, are still determined to vote for them when the attempt is made to introduce women to the register through the coming electoral reform bill.

ATHLETICS IN BRITAIN.

There is much gnashing of teeth in athletic circles over the poor position taken by England at the Olympic games. I hear that Lord Desborough, the president of the British Council, and himself an old athlete of distinction in many fields, is of the opinion that we do not specialise enough and that we are too rigid in our notions of professionalism. The consequence is we spend several thousands in sending a hopeless team to Stockholm, but don't spend a cent in training them thoroughly, lest they should be accused of being semi-professional. I understand he means to go over to America next year to study the American methods. The only satisfaction the Englishmen can draw is that Bombardier Wells won his boxing match the other night in New York against the American "white hope" in a sportsmanlike manner that drew approbation even from the unwilling American press. Moreover, our apologists are setting up the argument that it is far better to play for the sport than to play to win, which I fear is too lofty an idealism for the average Briton of these days, no matter how well he can take his licking in the field. The only enthusiastic people in these islands are the men of Antrim, for the winner of the Marathon, K. K. McArthur, is a Ballemena man, though he ran under the colours of South Africa, being a policeman at Potchefstroom. That has led to the suggestion that in future the British team should be drawn from the whole empire instead of solely from this little island. Canada, Australia and South Africa did very well in the events they entered for, but it is doubtful if they would like to lose that independent relationship for the future. And some of the Irishmen are extremely anxious to be located under some other flag than that of England.

THE POST OFFICE AND THE TELEPHONES.

The telephone deal whereby the Post Office took over the National Telephone Company's business last year, has resulted in an arbitration trial to adjust details that are surely something of a record for coolness. Only the other day an interim decision was come to, and up to then the fees of counsel had run up to a total of considerably over £1,000 a day. Besides that, there was the daily cost of printing the evidence, the fees of solicitors and accountants and hundreds of pounds of expenses undreamed of by those not familiar with the procedure of such hearings. A barrister of high standing has therefore made a rough estimate of the total cost, and it is a staggering one—and will be more before the business is settled. Yet this same barrister asserts that the £17,000,000 in dispute could have been allocated within a few days by two competent accountants had they been given the chance. When the little bill is presented to John Bull for payment he will interest himself in the inquiry and appreciate the reasons that have made the legal gentlemen agree with alacrity every time a suggestion for the extension of the inquiry was suggested.

THE CONSUMPTION OF BEER.

Which is the greatest beer drinking city in the world? We of old England used to boast of our strong ale, but that was before we took to the teapot. Munich today boasts that she consumes more beer in a twelvemonth per capita than any other city on earth. The Munich breweries last year turned out 81,752,000 gallons of the amber liquid, and the citizens, reversing the saying about things not being without honour save in their own country, drank 42,600,000 gallons of it. That gave them an average

of 701 gallons apiece for the year, while England's average is only 29 gallons. That amount of home consumption represented an increase of thirstiness on the part of the Munich men of 2,310,000 gallons compared with the year before. In these hot days the figures are distinctly provocative to the bibulous reader.

SIR PATRICK MANSON.

Sir Patrick Manson, K.C.M.G., whose retirement from the post of Medical Adviser to the Colonial Office will definitely take place on August 15th, made his name of course as a parasitologist and authority on tropical diseases. He enunciated the theory, afterwards endorsed by Sir Ronald Ross, that the mosquito is the carrier of the malarial parasite, and on that the School of Tropical Diseases has worked with remarkable success. Sir Patrick is, of course, well-known by the older Hongkong men and old China hands generally, and of late years he has been a welcome figure at all the more important functions of the China Society in London and other similar bodies. The last meeting I saw him at was at the Foreign Office, when he attended a gathering called by the Colonial Secretary to raise £100,000 for the extension of the work of the School of Tropical Medicine. Among the well-known men present were Sir Edward Grey, Sir Matthew Nathan, Sir Frederick Lugard, Sir Frank Swettenham, Sir William Treacher, and Professor Blanchard of Paris. Sir Edward Grey paid a tribute to Mr. Joseph Chamberlain as the founder of the school and Mr. Austen Chamberlain announced something like £30,000 in subscriptions as a start to the fund.

NAVAL QUESTIONS.

Admiral Callaghan, who has just proved the value of speedy warships in effecting a landing on our shores during the naval manoeuvres, in spite of a much superior defending force, has greatly pleased the Service men who believe with Lord Charles Beresford that our cruiser force is inadequate. It is pointed out that we have far fewer modern protected cruisers than Germany possesses, and that the failure of the Blue Fleet is an object lesson of what we may expect in actual warfare if this deficiency is not made good. However that may be, the result confirms the opinion held of Admiral Callaghan's abilities, which at Whitehall was expressed when a few days ago the authorities discontinued his command of the First Squadron of the Home Fleet in order that he might be free to devote himself to war training and organisation of the whole. His brilliant justification of the new trust is all the more gratifying seeing that he is one of the youngest officers of his rank. He has been 47 years in the navy and came to the front during the Boxer rebellion in China, when, as captain of the *Endymion*, he led the British Naval Brigade in a series of fine storming operations. Since attaining flag rank in 1906 his sea service has enabled him to gain an extensive knowledge in the handling of fleets, a knowledge which he has now availed himself of in a manner that has astonished his country.

BRITISH-BORNEO PETROLEUM AGREEMENT.

The directors of the British-Borneo Petroleum Syndicate announce that an agreement has been entered into with the Nederlandsche Koloniale Petroleum Maatschappij (Netherlands Colonial Petroleum Company) under which that company has undertaken the extensive prospecting for petroleum of the 30,000 square miles in British North Borneo over which the syndicate holds the exclusive petroleum rights; the immediate development, by drilling, of the Klias Peninsula Oilfield, which is held by the syndicate on mining lease; and the similar development of all further oilfields in British North Borneo which may be located in course of their prospecting operations. The Netherlands Colonial Petroleum Company is under obligation to expend a large amount on these operations.

The directors consider the arrangement of great advantage to the syndicate, by enabling the exploitation of its petroleum concession in British North Borneo to be carried out by one of the most important petroleum companies operating in the East. The syndicate is thereby enabled to concentrate its resources on the development and working of its petroleum concession in Brunei. The agreement provides for the syndicate receiving a substantial royalty on all petroleum produced from British North Borneo under the arrangement, and for the Netherlands Colonial Petroleum Company operating each oilfield to its full capacity.

PROPOSED NEW COMPANY.

There has been excluded from the arrangement with the Netherlands Colonial Petroleum Company the British North Borneo portion of the island of Sebatik, on the east coast of British North Borneo, where there is reason to believe may be found to contain similar petroleum deposits to those now being so extensively worked by the Royal Dutch Petroleum Company on the island of Tarakan, immediately to the south of Sebatik. Certain important petroleum companies have been in negotiation with the syndicate for the development of Sebatik, but the directors consider it may be advisable to form a company for the purpose of dealing with this as a separate undertaking.

HONGKONG SHARE MARKET.

Messrs. Vernon and Smyth in their weekly share report dated August 16th state:—

The local market on the whole has undergone but little change during the past week, and rates generally have ruled steadily with a fair business passing. Sterling "Rubbers" have maintained the improvement reported in our last, but at the close the market would appear to be on the easy side. Fine Hard Para Rubber is today quoted at 4/11 per lb. firm, and the tendency of the share market steady. Singapore stocks continue on the firm side, but there is little business reported in this section. Discount rates are unchanged at 3 per cent. (Bank of England) and 3-1/8 per cent. (open market rate). Bar Silver closes at 38 3/4 ready, 38 3/4 forward and Sterling T.T. at 2/-. Shanghai T.T. is quoted at 73 1/2, and Singapore T.T. at 85 1/2.

BANKS.—Hongkong and Shanghai have been booked at 38 3/4, and more are obtainable at this figure. The London rate, after advancing to 254 10/16, has apparently receded again to 254, the last rate reported per "Router."

MARINE INSURANCES.—Unions have been booked at 37 1/2, and more shares are on offer at 38 1/2. Cantons can be placed at 32 3/4, but no shares appear to be available under an advance. Yangtszes have declined to a selling quotation of 41 1/2 at Ex 73.

FIRE INSURANCES.—Chinas continue in request at 113 1/2 with no shares obtainable under 113 1/2. Hongkongs are quiet at 33 1/2 with probable sellers. SHIPPING.—Hongkong, Canton and Macao continue in request at 32 1/2 after reported sales at 32 1/2, at which the market closes with probable sellers. Indo-Chinas have receded to 32 1/2, ex dividend sellers, the London rate being unchanged at 140/- middle price. China and Manila can be placed at 33 1/2, and Douglases at 32 1/2. Star Ferrys are in demand at 41 1/2 to 44. There are buyers of Shell Transports for local account at 108/- after sales to London at various rates down to 107 1/2.

REFINERIES.—China Sugars close on the easy side at 116 after sales at the rate, and at 117 1/2. Luzons are quiet at 34 after sales.

MINING.—Tronchs have ruled steady with sales to London at 73 1/2 and a closing quotation of 74 1/2 middle price. Heawoods are obtainable from London at 4/4, and Chinese Engineerings at 34 1/2, the middle quotation for the latter being 33 1/2. Raubs have declined to a selling quotation of 33 1/2.

DOCKS, WHARVES AND GODOWNS.—Hongkong and Wharves Docks after sales at 46 can now be placed to a limited extent at 46 1/2. Kowloon Wharves have been done, and more shares are enquired for, at 60 1/2. Shanghai Docks, Shanghai and Hongkong Wharves, and Amoy Docks are unchanged locally, and no business is reported.

LANDS, HOTELS AND BUILDINGS.—Hongkong Lands are procurable at 102 1/2. Kowloon Lands are in request at 34, West Points at 35 1/2, and Humphreys Estates at 37 1/2, the latter after sales. Hongkong Hotels are wanted at 114 (old) and 37 1/2 (new).

COTTON MILLS.—Ewos have buyers at 11s. 9d. and Hongkongs can probably be placed at 8s. but so far no business is reported.

MISCELLANEOUS.—China Borneos have been booked at 39, Cements at 34, Electric at 32, 100s at 3200, Union Water-Boats at 110, and Powells at 7 1/2.

LONDON QUOTATIONS.—The following quotations—middle price—were received from London by wire this morning:—
United Serdangs 112/-
Sapongas 23/8
London Asiatics 11/-
E. & I. Trusts 18/6
Rubber Trusts 9/8 premium.
Tronchs 74/8
Hongkong Electric Trams 4/6
Shell Transports 107/6
Chinese Engineerings 33/9
Indo-Chinas 140/-
London Ventures 9/6
Pahang Consolidated 48/6
Shelfords 31/-
Gula Kalumpungs 15/-
Anglo-Malays 9/8
Labus £2 done
Jong Landers (fully paid) £2 done
Sumatra Paras 9/3

BRITISH RULE IN EGYPT.

In mere point of numbers the English constitute a minute, an utterly insignificant fraction of the entire population. How, then, is our increasing and masterful sway regarded by the remaining mass, which includes all the Egyptians themselves? By the Egyptian Sir Henry Knollys, K.C., writes in *Blackwood*, both magnates and fellahin, it would seem, with stolid Oriental satisfaction—silent, perhaps, by the prominent natives, because here, as in England, they are alive to the self-interest of party popularity-mongering; but deep, because they realise through their party that accretes to them through our rule. As persons, we continue to be universally and greatly disliked; we are pronounced imperious, exclusive, arrogant, and ungenial. "Would you, I have sometimes asked the cosmopolitans, 'prefer some other European Government?' and the answer has invariably been 'No. Were the English administration displaced, most of the prosperous traders would leave the country.' "Well, then, Turkey?" With an expression of horror: "The Fates forebode. But the worst European control that the best of the world could place in a position to question a highly-placed Egyptian on the subject of national independence. Gravely and emphatically he shook his head. 'At all events, not for many years to come—not until by slow process our upper classes have learned how to rule, and our subordinates how to obey. As for the stump-rotors from England, the majority of sensible Egyptians have learned that their ravings about Egypt for the Egyptians is but a pernicious self-advertisement. For the last 4,000 years, having had no kingdom of Egypt; at the present moment, we represent rather a race than a nation, and our vista for absolute self-rule is still far ahead.'"

INTIMATIONS

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ALEXANDRA BUILDINGS,
CHATER ROAD.

Always have on hand a very large complete stock of—

SCIENTIFIC AND SURVEYING INSTRUMENTS

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in testing the sight for glasses. Your eyesight is the most precious of your senses and you cannot afford to jeopardize it by using incorrect lenses or ill-fitting frames. We are competent professionally, and we have the equipment to satisfy ourselves and to satisfy YOU what is best for your eyes. If a physician is needed we will advise you. Lenses ground and polished on the premises.

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SCIENTIFIC OPTICIANS
107 BLOCS, CHATER RD.
HONGKONG

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Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed DAILY PRESS only, special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

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P.O. Box, 35. Telephone No. 12.

Telegraphic Address: PRESS.

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NEW ADVERTISEMENTS

NOTICE.

AUGUST 18th, being the BIRTHDAY ANNIVERSARY of HIS MAJESTY THE EMPEROR-KING FRANZ JOSEPH OF AUSTRIA-HUNGARY, the Consul for Austria-Hungary, in charge of the Consulate for Austria-Hungary, will be "AT HOME" at the Office of the Austro-Hungarian Consulate from 11 a.m. to 1 p.m. Hongkong, 17th August, 1912. [993]

ROYAL GEORGE HOTEL,
ELGIN ROAD, KOWLOON.

RESIDENTS' BAR has been specially fitted up for the use of residents in order to meet the wishes of Customers who prefer the quietness and comfort which such a bar gives in contrast to a Public Bar.

Both the Residents' and Public Bar are stocked with the best of Wines and Liquors, directly imported for our exclusive use, and this enables us to supply at the cheapest rates.

M. J. NATHAN,
Manager.

Kowloon, 17th August, 1912. [999]

TO LET.

COMFORTABLE FLATS in Kowloon, Furnished or Unfurnished, Electric Light and Water, Rents from \$25 to \$40.00 for unfurnished.

Apply—

H. RUTTONJEE,
Care of Royal George Hotel,
Hongkong, 17th August, 1912. [1000]

NOTICE TO CONSIGNEES.

FROM SHANGHAI, KOBE AND MOJI.

THE Steamship

"DILWARA,"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at consignees' risk and expense into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
DAVID SASSOON & Co., Ltd.,
Agents.

Hongkong, 16th August, 1912. [893]

THE HONGKONG WEEKLY PRESS & CHINA OVERLAND TRADE REPORT is now ready and contains—

Far Eastern News.
Leading Articles—
The Judicial Murder in China.
Panama Canal Tolls.
The Opium Question.
The Position in Tibet.
The Throne of Japan.

Random Reflections.
Hongkong News.
Wedding.
Hongkong University.
Borneo Rubber Companies.
Treasure Hunting at Cocos Islands.
Sanitary Board.
Indo-China Steam Navigation Co., Ltd.
Supreme Court.
Dividends Announced.
Golf.

Kwangchawwan Notes.
General Anderson's Son Killed.
Police Sergeant's Death.
Chinese and Direct Foreign Trade.
China's Trade.
Sale of Chefoo Hotels.
Shipping Notes.
The T.K.K. South American Line.
The Wrecked Steamer "Quinta".
In Memory of the "Bedford" Disaster.
The Chief Scout's Visit to China.
Chinese Political Adviser.
Foreign Advisers for China.
Death Sentences Commuted.
Foreign Opium at Shanghai.
Reported Eastern Shipping Deal.
The Water Supply.
The Revenues of China.
Chinese National Council's Discussions on Dress.

Chinese Engineering and Mining Co.'s Prospectus.
China Merchants' Company.
Chinese Mourning for the Emperor of Japan.
Cricket at Weihaiwei.
Canton News.
Sir Francis Figgott.
Railways in Korea.
Illegal Political Society.
Telegrams.
The Anglo-India School.
Commercial.
Shipping.

Extra copies 30 cents each, Cash.
Copies can be posted from this Office to addresses sent; including postage, 34 cents each.

\$1 Cash for three copies.
Subscription: \$12 per annum, payable in advance; postage 82.
Hongkong, 17th August, 1912.

LIGHTERAGE.

THE HONGKONG AND KOWLOON WHARF AND GODOWN Co. undertake every description of lighter work, including transhipments in the Harbour, delivery to any water frontage in the Colony, and conveyance to Canton and West River.

Small quantities handled and specially low rates quoted for large quantities.

ENTERTAINMENTS

THEATRE ROYAL, CITY HALL.
TO-NIGHT! TO-NIGHT!
17th August.
THE GREAT
CARANGEOT TROUPE.
ROYAL ARTISTS.

15 EUROPEAN ARTISTES 15
WILL GIVE THE BEST SHOW EVER SEEN IN HONGKONG.

MR. SLADECK, The World's Champion Trick Cyclist, Professors BECKER and CHARLIE, Conjurers and Magicians.
MISS FRANTZSKA, National Character Dancer.
BROTHERS CARANGEOT, Saloon Acrobats.
JABANI and CLEMENS, Double Trapeze Act.

FAMILIE ANTONIA, Musical Clowns.
MR. A. CARANGEOT, Pyramids of Chairs.
CUGL and MUGL, Comic Entree.
TONJA and BOB, Wonderful Balancing Act.
BROTHERS SLADECK, Double Cycle Act.
FAMILIE CARANGEOT, Statue Marble.
GRAND PANTOMIME
GIVEN BY THE TROUPE.

TICKETS... \$3, \$2 and \$1.
MATINEE—SATURDAY at 4.30 p.m.
SPECIAL PROGRAMME.
Tickets \$2 and \$1, Children Half-Price.
Booking at MOUTRIE'S.
Manager, L. KOCH.
Hongkong, 13th August, 1912. [990]

THEATRE ROYAL.

COMMENCING:
FRIDAY, AUGUST 23RD, 1912.

MAURICE E. BANDMANN
PRESENTS THE

BANDMANN OPERA CO.

FRIDAY, 23RD AUGUST:
"THE QUAKER GIRL."

SATURDAY, 24TH AUGUST:
"THE WALTZ DREAM."

MONDAY, 26TH AUGUST:
"THE MOUSME."

TUESDAY, 27TH AUGUST:
"THE COUNT OF LUXEMBOURG."

WEDNESDAY, 28TH AUGUST:
"PEGGY."

THURSDAY, 29TH AUGUST:
"OUR MISS GIBBS."

FRIDAY, 30TH AUGUST:
"THE ARCADIAN."

PRICES... \$3.50, \$2 and \$1.
Commence 9 p.m. sharp.

Plan of Seats Now Open at MOUTRIE'S.
Hongkong, 12th August, 1912. [983]

INTIMATIONS

NOTICE.

DURING Mr. G. H. MEDHURST'S absence from the Colony, Mr. STANLEY HUDSON DODWELL is appointed MANAGER of DODWELL & Co., Ltd., and Mr. GEORGE MORTON SMITH, Acting Sub-Manager.

By Order of the Board of Directors of
DODWELL & Co., Ltd.
Hongkong, 12th August, 1912. [981]

THE CHINESE ENGINEERING AND MINING CO., LTD.
(IN LIQUIDATION).

PAYMENT OF DIVIDENDS ON SHARES for period ending 27th June, 1912.

THE COMPANY in Extraordinary General Meeting held on the 12th June, 1912, having declared a DIVIDEND of 7½% per Share, free of tax, equivalent to 1/64 per Share for the period ending 27th June, 1912, holders of Bearer Shares and holders of Dividend Warrants received from London on account of Registered Shares will be paid their Dividends on presenting No. 18 Coupon of the Bearer Shares and Dividend Warrants on the Registered Shares to any of the following Banks at Shanghai or Tientsin—

HONGKONG AND SHANGHAI BANKING CORPORATION.
RUSSO-ASIATIC BANK.
SINGAPORE BANK.

Payment will be made in either Dollars or Taels, as the holder may wish, at the Buying rate of Exchange of the day.

THE CHINESE ENGINEERING AND MINING CO., LTD.
(In Liquidation),
DODWELL & Co., Ltd.,
Agents.
Hongkong, 13th August, 1912. [988]

INTIMATIONS

LANE, CRAWFORD & Co.
FURNITURE DEPT.

TELEPHONE 97.

NOW SHOWING
ALL BRASS ARABIAN and FOUR POST BEDSTEADS.

CHAIN, BOX SPRING and HAIR MATTRESSES.

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TEAKWOOD BEDSTEADS.

and CHILDREN'S COTS.

LANE, CRAWFORD & Co.

PUBLIC COMPANIES

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the ORDINARY HALF-YEARLY MEETING of the SHAREHOLDERS in this Corporation will be held at the CITY HALL, Hongkong, THIS DAY (SATURDAY), the 17th day of August, 1912, at Noon, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to 30th June, 1912.

The REGISTER of SHARES of the Corporation will be CLOSED from MONDAY, the 5th August, to SATURDAY, the 17th August, 1912 (both days inclusive), during which period no transfer of Shares can be registered.

By Order of the Court of Directors,
N. J. STARR,
Chief Manager.
Hongkong, 17th August, 1912. [980]

HONGKONG ICE COMPANY, LIMITED.

NOTICE.

IN accordance with the Provisions of No. 104 of the Articles of Association the General Managers have this Day Declared an INTERIM DIVIDEND for the half-year ended 30th June, 1912, of TWO DOLLARS PER SHARE.

DIVIDEND WARRANTS may be obtained on application at the Office of the Company on and after FRIDAY, 16th instant.

The TRANSFER BOOKS of the Company will be CLOSED from the 10th instant to the 15th instant, the 21st inst.

JARDINE, MATHESON & Co., Ltd.,
General Managers.
Hongkong 7th August, 1912. [975]

ANGLO-JAVA ESTATES, LIMITED.

NOTICE IS HEREBY GIVEN that an INTERIM DIVIDEND of SIX PENCE per Share has been declared for the half-year ended 30th June, 1912, and will be Payable to the Shareholders on the Register at the CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA in Shanghai at the rate of 19 Candareens per Share on and after WEDNESDAY, the 21st inst.

The TRANSFER BOOKS of the Company will be CLOSED from the 15th to the 21st August, 1912, both days inclusive.

By Order of the Directors,
J. A. WATTIE & Co., Ltd.,
Secretaries & General Managers.
[989]

FOR SALE

FOR SALE OR TO LET.
Furnished or Unfurnished.

"LEVERKOR," No. 116, The PEAK.
Full Particulars of Price or Rent can be obtained from
Messrs. JOHNSON, STOKES & MASTER,
Solicitors,
Princes Buildings, Ice House Street.
Hongkong, 14th August, 1912. [993]

TO BE SOLD.
AT THE PEAK.

HOUSES and a BUILDING SITE.

DENNIS & BOWLEY,
Solicitors,
2, Connaught Road Central.
Hongkong, 13th August, 1912. [982]

GRACA & Co.
PRINCE ST. (Hongkong Hotel Building),
Dealers in

POSTAGE STAMPS, VIEW POST CARDS, FLOWER SEEDS, CIGARS, BOOKS, TOYS, &c.

Just Received a Fine Selection of BABY DOLLS

WITH CHINESE DRESSES.

[423]

[868]

BANKS

THE YOKOHAMA SPECIE BANK LIMITED.
AUTHORIZED CAPITAL.....Yen 48,000,000
PAID-UP CAPITAL.....Yen 30,000,000
RESERVE FUND.....Yen 17,500,000

HEAD OFFICE—YOKOHAMA.
Branches and Agencies at
Antung-Hai, Liao-Yang, Ryokun, Calcutta, London, San Francisco, Bombay, Lyons, Shanghai, Changchun, Nagasaki, Tientsin, Dairen (Dalny), New York, Tokyo, Fengtien (Mukden), Nankow, Osaka, Hankow, Kobe.

INTEREST ALLOWED ON CURRENT ACCOUNTS
Deposits received for fixed periods at rates to be obtained on application.

TAKAO TAKAMICHI,
Manager.
Hongkong, 1st April, 1912. [443]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ... \$15,000,000
RESERVE FUNDS—
\$1,500,000 at 2/—\$15,000,000
SILVER ... \$16,750,000

RESERVE LIABILITY OF PROP'ORS \$15,000,000

COURT OF DIRECTORS.
E. SHERRILL, Esq.—Chairman.
F. H. ARMSTRONG, Esq.—Deputy Chairman.

Andrew Forbes, Esq., G. H. Medhurst, Esq.,
G. Friedland, Esq., W. L. Pattenden, Esq.,
C. S. Gubbay, Esq., Hon. Mr. C. H. Ross,
G. R. Laurens, Esq., H. A. Sicks, Esq.,
F. Lieb, Esq.

CHIEF MANAGER:
Hongkong—N. J. STARR.

ACTING MANAGER:
Shanghai—A. G. STEPHEN.

LONDON BANKERS:
LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of Two per cent. per annum on the Daily Balance.

ON FIXED DEPOSITS.
For 3 months, 2½ per cent. per annum.
For 6 months, 3½ per cent. per annum.
For 12 months, 4 per cent. per annum.

N. J. STARR,
Chief Manager.
Hongkong, 23rd May, 1912. [19]

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

PAID UP CAPITAL ... \$1,200,000
RESERVE FUND ... \$1,650,000
RESERVE LIABILITY OF PROPRIETORS ... \$1,200,000

FOREIGN EXCHANGE and General Banking business transacted.
CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

WM. DICKSON,
Manager.
Hongkong, 13th April, 1912. [133]

THE MERCHANTS' BANK OF INDIA, LIMITED.

AUTHORIZED CAPITAL ... \$1,500,000
SUBSCRIBED ... \$1,250,000
PAID UP ... \$620,000
RESERVE FUND ... \$650,000

HEAD OFFICE:
40, Threadneedle Street, LONDON, E.C.

BRANCHES:
Bombay, Calcutta, Canton, Cebu, Colon, Hankow, Hongkong, Kobe, Manila, Mexico, Panama, Peking, San Francisco, Shanghai, Yokohama.

LETTERS OF CREDIT and DRAFTS granted on all the principal cities in the world.

THE BANK'S CIRCULAR LETTERS OF CREDIT are available all over the world.

COMMERCIAL LETTERS OF CREDIT issued.

PURCHASE and SALE of Stocks and Shares effected.

TRAVELLERS' CHECKS sold and cashed.

GEORGE HOGG,
Manager.
9, Queen's Road, Hongkong, 30th July, 1912. [844]

THE BANK OF TAIWAN, LIMITED
(INCORPORATED BY SPECIAL IMPERIAL CHARTER).

Capital ... Yen 10,000,000
Capital Subscribed (paid up) ... Yen 6,250,000
Reserve Fund ... Yen 2,620,000

HEAD OFFICE: TAIPEI, FORMOSA.

BRANCHES AND AGENTS:
Amoy, Swatow, Tainan, Anping, Kobe, Tamsui, Canton, Nagasaki, Tokyo, Foochow, Osaka, Yokohama, Keelung, Shanghai.

HONGKONG OFFICE:
3, Des Vaux Road.
Interest allowed on Current Accounts
Deposits received on terms which may be had on application.

K. TSUDZURABARA, Manager.
Hongkong, 1st May, 1911. [637]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION.

Rules may be obtained on application.

INTEREST on deposits is allowed on the Minimum Monthly Balances at 3½ per cent. per annum.

Depositors may transfer at their option balance \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION.
N. J. STARR,
Chief Manager.
Hongkong, 1st July, 1911. [20]

THE BANK transacts every description of Banking and Exchange business, receives money in Current Account at the rate of 2 per cent. per annum on Daily balances and accepts Fixed Deposits at the following rates—

12 months 4½ per annum.
6 do. 3½ do.
3 do. 3 do.

E. J. H. VAN DELDEN, Acting Manager,
No. 3, Des Vaux Road Central,
Hongkong, 7th August, 1912. [22]

AUCTION

PUBLIC AUCTION.

BY ORDER OF THE EXECUTORS OF THE WILL OF THE LATE MR. H. N. COOPER, THE VERY VALUABLE LEASEHOLD PROPERTIES Situate and being Nos. 2, 4, 6, 8, 10, and 12, MOSQUE STREET, VICTORIA, HONGKONG, to be sold by PUBLIC AUCTION

FRIDAY, the 30th day of August, 1912, at 12 o'clock NOON.

IN SIX LOTS, BY MESSRS. HUGHES & HOUGH, Auctioneers.

At their Auction Rooms, at No. 3, Des Vaux Road, Central.

The Properties consist of—

Lot 1.—The piece of ground and premises thereon known as No. 12, Mosque Street, with the appurtenances thereto held for the residue of a term of 999 years from the 1st September, 1857, and registered in the Land Office as SUBSECTION 2 of SECTION A OF INLAND LOT No. 58. Together with a small strip of ground adjoining intended to be registered in the Land Office as SUBSECTION 1 of SECTION B OF INLAND LOT No. 58.

Total Area, 2,054 square feet or thereabouts.

Proportion of Crown Rent, \$4.00 per annum.

Lot 2.—The piece of ground and premises thereon known as No. 10, Mosque Street, with the appurtenances thereto held for the residue of a term of 999 years from the 1st September, 1857, and intended to be registered in the Land Office as SUBSECTION 1 of SECTION A OF INLAND LOT No. 58. Together with a small strip of ground adjoining intended to be registered in the Land Office as SUBSECTION 2 of SECTION B OF INLAND LOT No. 58.

Total Area, 2,119 square feet or thereabouts.

Proportion of Crown Rent, \$4.12 per annum.

Lot 3.—The piece of ground and premises thereon known as No. 8, Mosque Street, with the appurtenances thereto held for the residue of a term of 999 years from the 1st September, 1857, and intended to be registered in the Land Office as THE REMAINING PORTION OF SECTION A OF SUBSECTION 3 of SECTION A OF INLAND LOT No. 58. Together with a small strip of ground adjoining intended to be registered in the Land Office as SUBSECTION 4 of SECTION B OF INLAND LOT No. 58.

Total Area, 2,157 square feet or thereabouts.

Proportion of Crown Rent, \$1.13 per annum.

Lot 4.—The piece of ground and premises thereon known as No. 6, Mosque Street, with the appurtenances thereto held for the residue of a term of 999 years from the 1st September, 1857, and intended to be registered in the Land Office as SECTION B or SUBSECTION 3 of SECTION A OF INLAND LOT No. 58. Together with a small strip of ground adjoining intended to be registered in the Land Office as SUBSECTION 4 of SECTION B OF INLAND LOT No. 58.

Total Area, 2,180 square feet or thereabouts.

Proportion of Crown Rent, \$1.29 per annum.

Lot 5.—The piece of ground and premises thereon known as No. 4, Mosque Street, with the appurtenances thereto held for the residue of a term of 999 years from the 1st September, 1857, and intended to be registered in the Land Office as THE REMAINING PORTION OF SUBSECTION 3 (or THE REMAINING PORTION) of SECTION A of INLAND LOT No. 58. Together with a small strip of ground adjoining intended to be registered in the Land Office as THE REMAINING PORTION OF SECTION B or INLAND LOT No. 58.

Total Area, 2,168 square feet or thereabouts.

Proportion of Crown Rent, \$1.28 per annum.

Lot 6.—The piece of ground and premises thereon known as No. 2, Mosque Street, with the appurtenances thereto held for the residue of a term of 999 years from the 1st September, 1857, and intended to be registered in the Land Office as THE REMAINING PORTION OF SUBSECTION 3 (or THE REMAINING PORTION) of SECTION A of INLAND LOT No. 58. Together with a small strip of ground adjoining intended to be registered in the Land Office as THE REMAINING PORTION OF SECTION B or INLAND LOT No. 58.

Total Area, 2,861 square feet or thereabouts.

Proportion of Crown Rent, \$1.63 per annum.

The Properties are sold subject to the right of way of adjoining owners along the basement floors on the south side thereof.

The Sale Plan showing the above mentioned Lots may be inspected before the Sale either at the Office of Messrs. DEACON, LOOKER & DEACON, 1, Des Vaux Road, Central, or at the Office of Messrs. HUGHES & HOUGH, The Auctioneers.

Hongkong, 7th August, 1912. [068]

NOTICE.

WE beg to inform our Lady Customers that our Establishment will be Closed at 6.30 P.M. every day, commencing from 13th August, to 13th September, for 1 Month only, owing to our Fasting Holidays.

HOOSAIN-ALI & Co.,
No. 14, Queen's Road Central,
Corner of Zeland Street, Hongkong.
Hongkong, 13th August, 1912. [50]



A thousand times this number of Physicians endorse

SANATOGEN

The Royal Tonic-Food.

Over twelve thousand practising physicians have recorded in writing their high opinion of Sanatogen, and many thousands more are daily prescribing it with the most beneficial results in cases of nervous debility, brain fag, lack of vitality, sleeplessness, disordered digestion, poverty of blood, and various wasting diseases.

Can you ask for more convincing testimony of Sanatogen's value than the fact that it is thus publicly endorsed and recommended by practically the whole medical profession?

When you are constantly weary in mind and body; when your brain is overworked; when your nerves are jaded—that is when you need Sanatogen to rebuild and revitalize you.

"Among the original letters in praise of Sanatogen which are filed for public inspection, there are many from world-famous physicians, whose names stand for the highest scientific achievements. Their advice, and the example of distinguished men like those mentioned here, is safe for you to follow.

"A Great Invigorator of Life."

Never are Sanatogen's effects more wonderfully shown than in cases of convalescence after Malaria, Dysentery, Enteric Fever and other exhausting tropical diseases. A striking case in point is that of Mr. Thomas Lynn, c/o Presidency Postmaster, G.P.O., Calcutta, who writes: "I had been a martyr to Malaria for four years, becoming weaker and weaker, with the naturally run-down condition and brain fag, nervousness and Dyspepsia. Sanatogen was strongly recommended by a friend, and I am delighted to say that only two bottles have made an extraordinary difference for the better—may, for the best, I shall always highly recommend Sanatogen everywhere I go."

Sanatogen will Give You New Life.

If you are a sufferer from poor nerves, low vitality or a weak digestion, it is simply a duty you owe to yourself and your family to begin the use of Sanatogen. Write for a copy of a most interesting booklet, "The Art of Living," by Dr. Andrew Wilson, which will be sent free to all mentioning this paper on application to Messrs. A. WOLFE & Co., 6, Kinkiang Road, Shanghai. Sanatogen can be obtained of all Chemists. It is a fine, white powder which can be pleasantly taken in any non-alcoholic beverage. And you may take it with the absolute assurance that it will give you a new lease of health, new strength and vitality, stronger nerves, and better digestion.



SHOPPING BY POST

A boon to those at a distance.

It is impossible for those living in distant towns and villages to get everything required at the local stores, and we therefore will be pleased to send our illustrated catalogue, confident that we are meeting a real want. The catalogue shows all that is necessary for travel or residency in foreign parts, and our stock is always replete with the latest London styles.

Frame Hats, in Drab, Brown, Slate or Black, from 2/6
Tunic Shirts, Soft or Dressed Fronts and Collars, from 2/6
Folding Parasols, Finest Make, from 10/6
Tweed, Serge, or Flannel Suits, ready to wear, from 21/-
Gentlemen's Boots, Gilt Kid or Box Calf, Black or Tan, from 21/-
Postage Extra on all the above Goods.

Perfect Satisfaction Guaranteed.

Write for our Catalogue No. (66). Sent Post Free on request.

A. & W. PATERSON, General Warehousemen, Sole Proprietors of the "Elcho" and "Kelvin" Brands, 86-90, Glassford Street, Glasgow, Scotland.

ESTABLISHED 1820

SAINT-RAPHAEL

TONIC, RESTORATIVE, DIGESTIVE WINE
Very palatable.

Known throughout the world and prescribed in all cases of Anemia, Debility and Constipation, to young women children and the aged. Invaluable in hot climates.

DOSE: One wine-glass after the two principal meals.

Each bottle of genuine VIN SAINT-RAPHAEL bears, in addition to the registered trade-mark:

(1) The WARRANTY STAMP of the UNION DES FABRICANTS.
(2) A METAL SEAL advertising CLETEAS.

CLETEAS is a MELISSA and MINT cordial which surpasses all others by its purity and faultless preparation. To be taken on a lump of sugar.
COMPAGNIE du VIN SAINT-RAPHAEL, Valence (Drôme-France).

AGENTS—CALBECK, MACGREGOR & Co., HONGKONG.

SCIENTIFIC MISCELLANY.

A NEW VENTILATION THEORY.

Just how ozone acts as an antidote to the effects of bad ventilation seems to be not generally understood. Two English investigators, Leonard Hill and Martin Flack, point out that the air of a factory may contain as high as 4 per cent. of carbon dioxide without being harmful to breathe, and that a deficiency of oxygen does not become important until the proportion falls to 14 or 15 per cent. This agrees with the fact that the lungs normally contain about 5 per cent. of carbon dioxide, making it impossible that any effect can result from the few parts per 1,000 usually considered excessive in the outside air. The supposed liberation of organic poisons is another explanation of ill-effects from bad ventilation, but this is probably imaginary, as animals live without other air than that already breathed by other animals, and containing 31 per cent. of carbon dioxide. Death from suffocation might result if the carbon dioxide should rise to 10 or 12 per cent. It is suggested that the discomfort from lack of ventilation may be due to stagnation of the air, resulting in lassitude from diminished skin evaporation, and to nausea caused by the odor from an imperfectly washed mass of people. Correction of the odor is perhaps the chief value of the ozone.

A ROAD COVERING.

A carpet for roads, or elastic layer of bituminous material and sand of thickness varying with traffic, has been suggested at the London Royal Institution. This would be placed on the layer forming the stone crust of the road, and should remain resilient and compressible, softening the step, silencing noise, and reducing shock.

TWINKLING-STAR PICTURES.

By successive movements of a sensitive plate under a telescope prism, M. Tikhoff, of Pulkova, has obtained a series of cinematograph photographs of star spectra, by which he is able to show a twinkling star on a screen. The scintillations are somewhat slower than in nature.

A CLIMATIC CYCLE.

A very material change in the climate of northern Europe since the Middle Ages has been demonstrated to the Royal Meteorological Society of London by Prof. Otto Pettersen. Seasons of great extremes reached a culminating point in the 13th and 14th centuries, when the summer alternated between great heat and drought and great cold and excessive rain, and when violent winter storms entirely remoulded the coasts of the North Sea, the frosts being sometimes so severe that even the arm of the sea between Denmark and Scandinavia was frozen. Varying oceanic circulation, due to sun and moon, is suggested as a possible explanation. Four years of investigation at Borneo, Sweden, has shown that the inflow of the undercurrent from the North Sea into the Kattegat—which brings herring shoals in winter to the Swedish coast—is oscillatory, the bounding surface of the deep current rising and subsiding from 50 to 80 feet twice a month. This flow is governed by the moon's declination and nearness to the earth. Astronomical data prove that the influence of sun and moon on the waters of northern Europe near the time of the solstice must have reached a maximum 600 or 700 years ago, and consequently there must have been a more active circulation. Evidence of this greater circulation is the fact that the herring migrations formerly extended into the Baltic, though now they reach only to the Kattegat. The deep current must have risen higher, the surface layer must have been thinner, and, as a thin layer is more readily heated and cooled, the temperature-controlling influences of the ocean must have been different.

ANOTHER WASTE UTILIZED.

Cocoanulls, the husks of cacao seeds and a semi-waste product of the chocolate industry, prove to rank between good meadow hay and bran in nutritive value for cattle and horses. This is the report of the agricultural experiment station at Posen, Germany, where cattle soon became accustomed to this novel food, and began to fatten on it. It has been for a considerable time fed to deer and other animals in German parks.

OXYGEN AND ASPHYXIA.

Oxygen applied by hypodermic injection has been tried by two French surgeons to retard asphyxia in confined air. The skin was pricked out, but the gas was gradually absorbed, and was used by the organism the same as inhaled oxygen.

DISSECTED PICTURES BY TELEGRAPH.

Less crude than it appears at first sight is claimed to be the Morier system of transmitting pictures by ordinary telegraph line without special electrical apparatus. The picture is divided into tiny sections, and the brightness of each is telegraphed according to a prearranged code. To give sufficiently accurate estimation of the brightness, the original is photographed through a special screen of ten transparent sheets, marked out into equal squares, filled in with different patterns of lines and dots. The reproduction appears divided into "fields," or "cells," each having the lines and points indicating its degree of brightness, and by means of a special observing frame these varying degrees are read off in definite order. For an average small picture of about 3,500 small sections, the data can be transmitted by 850 pairs of figures combined, for cheapness, as 440 words. On receipt of the code message, the picture is set up with microtype, which have varying lines and dots giving the shades required; and with six degrees of brightness, very satisfactory results have been obtained. The time necessary, from the original photograph to the finished picture at a distance, is two to three hours.

AMERICA'S MOST ANCIENT CITY.

The secret of the first peopling of America is expected to be read in the inscriptions found among the ruins of Quirigua, the ancient Maya city of what is now a tropical jungle of Guatemala, 60 miles inland from the Caribbean Sea.

A HOUSEHOLD NECESSITY.

IN the best regulated families the little ills of life will creep in. Some member of the family circle may occasionally suffer from Biliousness and Indigestion, and one or the other will from time to time exhibit the well-known symptoms of Constipation. From these little troubles more serious complaints arise, and should therefore not be neglected. The slight headache, bad breath, and a discoloured tongue are the index to a disordered stomach; and the necessity of keeping a safe, sure, and reliable remedy in the house is apparent. By following such a course the more expensive method of calling in a doctor will be found quite unnecessary. That Dr. Morse's Indian Root Pills are the very best Family Medicine is vouched for by thousands of grateful men and women who speak from personal experience.



Dr. Morse's Indian Root Pills are not simply a purgative medicine which forces the food out of the body, depriving the stomach of its nourishment and thus starving the system. They contain the essential properties that are temporarily lacking in the stomach through weakness, and complete the digestion and assimilation, and so restore the functions of the digestive organs by obtaining the maximum of nutriment from the food which sustains the body and assures good health.

Dr. Morse's INDIAN ROOT PILLS are an efficient, reliable, and safe remedy placed on the market at a price within the reach of all. The Pills being sugar-coated, are pleasant to take, and retain their full medicinal properties. They are packed in amber-coloured bottles—not in cheap wooden or pasteboard boxes—and are thus always fresh and clean, impervious to moisture, unaffected by climatic conditions, and do not deteriorate by keeping as all liquid medicines do.

DR. MORSE'S
INDIAN ROOT
PILLS
FOR THE LIVER

They are a perfect Blood Purifier and a positive and permanent cure for Biliousness, Indigestion, Constipation, Headaches, Sallow Complexion, Liver and Kidney Troubles, Piles, Pleurisy, Boils and Blotches, and for Female Affections.

FOR SALE BY WATKINS, LTD., WHOLESALE AND RETAIL AGENTS, AND CHEMISTS AND STORES GENERALLY, AT 60 CENTS PER BOTTLE, OR WILL BE FORWARDED ON RECEIPT OF PRICE BY THE W. H. COMSTOCK CO., LTD., SOLE PROPRIETORS, 21 FARRINGTON AVENUE, LONDON, ENGLAND.

They do not Weaken. They do not Sicken. They do not Grip.



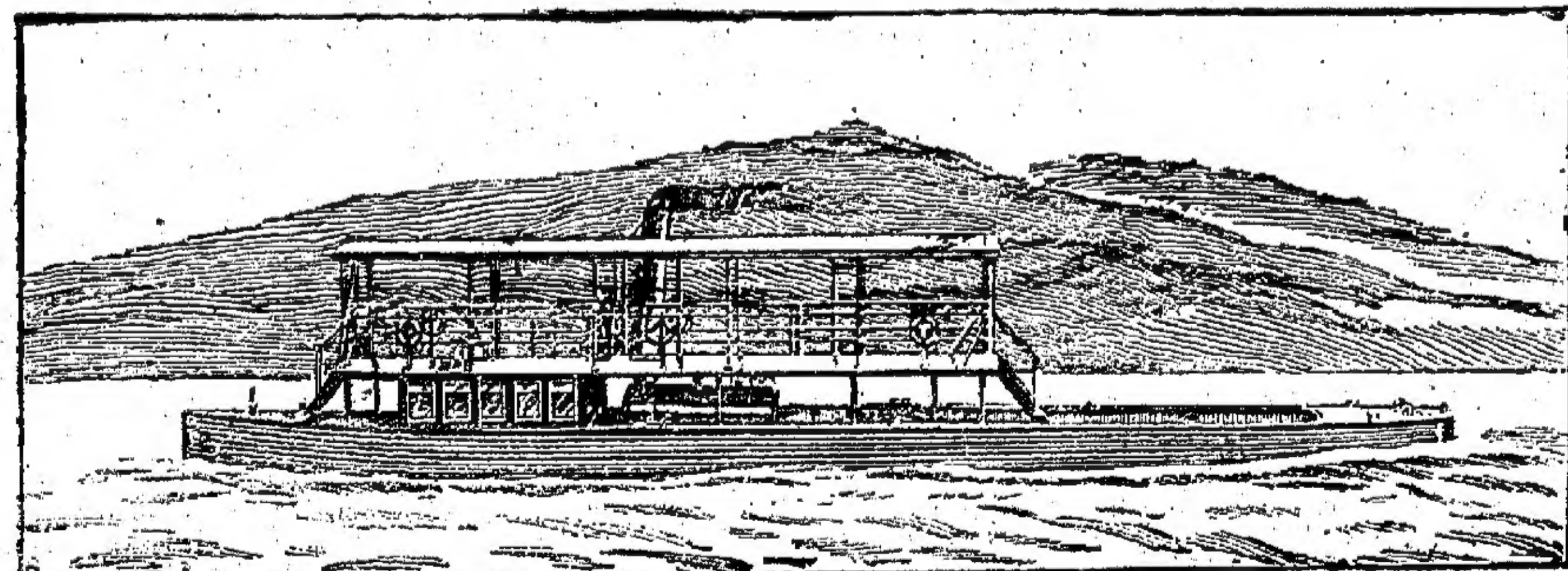
BY APPOINTMENT.

LEA & PERRINS' SAUCE

With SODA WATER
—an excellent "Pick-me-up."

The Original & Genuine
WORCESTERSHIRE.

YARROW'S SHALLOW-DRAUGHT STEAMERS.



YARROW'S make a speciality of SHALLOW-DRAUGHT RIVER STEAMERS, either propelled by a STERN-WHEEL or by SCREWS WORKING IN TUNNELS, fitted with YARROW'S PATENT HINGED FLAP, by which means a considerable increase in speed is obtained without increase of cost. Vessels can be delivered whole, in pieces, or in floatable sections arranged so that they may be readily united while afloat.

For particulars apply to:—

YARROW & Co., Ltd., Shipbuilders, GLASGOW. (Formerly of "POPLAR, LONDON.")

742-1

This city is being uncovered from the debris and growth of centuries by E. L. Hewett, of the Archaeological Institute of America. The temple walls and hieroglyphic-covered monuments already brought to light are claimed to show a civilization superior to that of ancient Egypt, and the city is thought to have flourished in the time of old Rome.

POLES PRESERVED BY SALTING.
Soaking telegraph poles in brine for three or four months, in which time the wood absorbs 70 to 100 per cent. of its weight of salt solution, is a Russian method of greatly increasing durability. It is said to have been discovered accidentally many years ago, from the effects of a few pounds of salt buried in the ground near a telegraph pole.

"SHACKELL"

"SEAL" RED PRINTING INK

IS ABSOLUTELY THE BRIGHTEST RED ON THE MARKET.

SAMPLE GRATIS

SHACKELL EDWARDS & CO., LTD.

PRINTING INK MAKERS.
ESTABLISHED 1788.

HEAD OFFICE—5, RED LION PASSAGE, FLEET STREET, LONDON, E.C.

1995

THE CARD CAUGHT HIS EYE.

COMMERCIAL TRAVELLER TELLS HOW WHEN SUFFERING FROM NERVOUS EXHAUSTION AND INSOMNIA, HE WAS LED TO TRY DR. WILLIAMS' PINK PILLS, AND WITH WHAT RESULTS.

Mr. W. T. Bryant, for several years South China representative of one of the largest firms trading in the Far East, tells the following story of how a show-card displayed in a shop window in a remote Chinese City showed him the road back to health when run down by nerve debility and sleeplessness a couple of years ago.

"It was when making a journey through the Canton Delta country during the hot summer months of 1910, that I developed symptoms of nerve trouble," says Mr. Bryant. "I had been having an unusual amount of business worry, and soon that health-destroyer insomnia set in and my nervous system got into a bad way. During the weary weeks which followed I passed through what I think was the most distressful period of my life. The chattering of



Mr. W. T. BRYANT.
Cured of Nerve Debility and Insomnia by
DR. WILLIAMS' PINK PILLS.

the eccles as they worked the boat, the heat from which there was no escaping, and the relentless monotony all combined to torture my racked nerves.

"Of course I knew that it was advisable to seek medical aid, but being where I was, practically beyond the borders of civilisation, no doctor was procurable. I reached a small Southern Delta city, and whilst walking up one of the streets saw displayed in a shop window a show-card advertising Dr. Williams' Pink Pills. During the course of my travels in different parts of the World I had often heard of this famous remedy, and my physical condition was such that I gladly welcomed any prospect of driving away my alarming attack of insomnia and nervousness.

"So I purchased two bottles of these Pills. Without dilating further I must say that they did me an infinite amount of good, for before the two bottles were finished I was able to get a good night's rest and my nerves had become as well as ever. They are the only advertised remedy I have ever taken, and in justice to Dr. Williams' Pink Pills I feel it a duty to record these facts."

For Nervous Disorders, and for all complaints arising out of an impure or impoverished condition of the blood, no remedy exists equal to Dr. Williams' Pink Pills for Pale People. Among the maladies for which they are a proved remedy are Anemia, Debility, Indigestion, Headache, Rheumatism, Skin Complaints, and the ailments of ladies. Of dealers everywhere, and the Dr. Williams' Medicine Co., 84, Szechuen Road, Shanghai, one bottle for \$1.50, six for \$8 post free.

士逼力汽水



HOME-MADE
MINERAL WATERS
—BETTER THAN
FACTORY-MADE.

Why continue purchasing factory-made Mineral Waters? Make your own Mineral Waters at home at a cost of 90 cents a dozen. Then you know the water is pure, and contains no disease germs. With the

'PRANA'

SPARKLET SYPHON

and a dozen Bults you can make a dozen Syphons of delicious Mineral Water, and the cost is less than if you buy factory-made Mineral Water. All Chemists and Stores sell 'PRANA' SPARKLET SYPHONS and BULTS.

Price of

SYPHON \$2 each. BULTS 90 cts. per box.

WHOLESALE PRICE

SYPHON per doz. \$16.00 F.O.B.

BULTS per doz. boxes \$8.00 F.O.B.

KWONG SANG HONG, LTD.,

WHOLESALE AGENTS,

246 and 248, DES VOYER ROAD, CENTRAL, HONGKONG.

行發總

行生廣港香

公司限有

THE PATH OF A HUNDRED DEATHS.

BY
GUY THORNE.
(Author of "When It Was Dark," "A Lost Cause," etc.)

(Continued from Page 7.)

The ear-splitting explosion left their sense of hearing dull and deadened. There was an acid smell of powder in the air, which came sharply to dry throats and favored lips.

Mr. Saltus was the first to recover. With a tremendous effort he pulled himself together.

"They watched us closer than we know," Wisten, he said. "Closer than we know! We need, indeed, to walk with care when encompassed by such hellish ingenuity as this."

His voice was very stern and grave, though it had regained its calmness.

"I talked to the man, sir," Wisten stammered, "the man who brought the clock. I noticed what a pleasant, well-spoken fellow he seemed to be. He made a joke—I see the reason now."

Your master likes to see the time," he said—your chair was drawn up to the table, sir—I suppose that is where he sits."

"It has happened, and it is over," said Mr. Saltus, "let us forget it. We are safe, that is the main thing. But twice in one day! We are at very close grips now!"

He went up to the clock and examined it.

The whole face had dropped down upon a hinge, and projecting from among the works, which were plain to the eye, was the short muzzle of the concealed pistol which had been fired by the clock mechanism.

A clever piece of work," said Mr. Saltus, "but there is no time to examine it now. To-morrow I will go into the matter further. Come into my bedroom, Wisten, and assist me to plaster up this ear of mine. It is only grazed, thank goodness."

A few minutes afterwards, Mr. Saltus went to his private telephone, and rang up Paddington Station. He was switched on to the station-master's private office, held a short conference with him, and then rang off.

Now, he said, turning to Wisten, "bring my hat and coat. You have the kit-bag ready?"

"Perfectly ready, sir," Wisten answered.

"And you know exactly what you are to do?"

"Yes, sir," Wisten replied. "After you leave the station, I am to come back here, and await your return, unless anything happens about which I must see you at once."

"That is so," his master answered. "But remember, before I return, someone else will come to the house, and let himself in with a latch-key."

"I understand perfectly, sir, and all arrangements are made."

"Very good, then; whistle for a taxi-cab."

Mr. Saltus went downstairs, followed by his valet, carrying the kit-bag. Wisten went outside and blew upon a cab whistle once or twice, until a taxi-cab turned out of Piccadilly, and rolled down Half Moon Street towards them.

Mr. Saltus entered the cab. Wisten put the kit-bag by the side of the driver.

"Paddington Station," he said in a loud, clear voice, and then entered the cab with his master.

As they drove off, Mr. Saltus lifted the padded shutter of the window in the back of the cab an inch or so.

A man who had been passing them as Wisten gave the order for the station was now entering a second cab further down the street, which seemed to have appeared from nowhere. Mr. Saltus chuckled.

"That is well," he said, "we are being shadowed all the way to the station, just as I had hoped. They leave nothing to chance. The noise of that explosion must have reached them, and they know that their second attempt has failed." He dropped the lid of the little eye-window, lit a cigar with care, and sank back against the cushions, deep in thought.

At Paddington, Mr. Saltus walked straight into the station. Wisten attended him, and a porter carrying the kit-bag. He went to the station-master's office, and after two or three minutes emerged with that functionary, and also an inspector in attendance.

The little group walked briskly to the far side of the station, where, up against the buffers, was a single first-class coach, a coupé guard's van, and an engine with steam already up. It was a special train ordered by Mr. Saltus earlier in the day.

He entered, the conductor closed the door, a signal was given to the driver, and the train began to glide out of the station.

Wisten, acting strictly on his instructions, pulled out a cigarette and lit it.

"Come and have a drink," he said to the Inspector. "What time will my master get to Exeter to-night?"

"Thank you," the Inspector answered, "don't mind if I do. I could not exactly tell you what time the special will get to Exeter, but the line will be held as clear as possible, and, talking pleasantly together, the two men moved towards the main departure platform."

Wisten was perfectly aware that what he had said to the Inspector had been overheard by a clean-shaven, inconspicuous-looking man, in a dark lounge suit, and a straw hat, a man who hurriedly left the station, and jumped into the first cab he could find.

Mr. Saltus in his comfortable first-class carriage, smiled gently to himself.

"This will give them food for thought," he murmured. "If I can shift the centre to Exeter for even 24 hours, I shall have gained much. This is really a brilliant idea, though I should never have obtained the co-operation of the railway authorities in my little deception had it not been for Sir Charles' kind influence. The chairman of a great railway company is indeed a useful person to know!"

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Although this was a special train, it was proceeding with none of the roar and rattle generally associated with such a rare method of progression. It ran along with no more fuss or speed than any ordinary suburban local, and within a quarter of an hour of leaving Paddington, it pulled up quickly at Willesden Station. Mr. Saltus left his kit bag in the carriage, walked forward to the engine, and handed the driver and fireman a couple of sovereigns, rejoiced the guard in the same way, gave him a few brief instructions, and quietly left the station.

Outside the door of a hotel not 100 yards away a large motor was standing, the chauffeur leaning against the tonneau smoking a cigar. He became alert and touched his cap as Mr. Saltus approached.

"Here I am, George," said the short, fat man, with his accustomed quickness and precision. "I am going to see if I can get something to eat here. My dinner was somewhat disturbed. After that, you will take me for a quiet drive in the country, not hurrying at all. It is a hot, thundery night, and some fresh air will be welcome. Time yourself to be driving down Regent Street about midnight. When you get about half-way down, stop. I shall get out and walk away. You will then go straight back to the garage, and be absolutely certain that you tell no one where you have been, or give anyone any information as to my movements."

The hotel was a large corner house, and in an upstairs room, Mr. Saltus was provided with some very passable cold beef and salad, which he mixed himself with all the fastidiousness of the epicure. He smiled to himself as he thought how, perhaps the most famous authority on gastronomy in London, let himself in to whom everyone bowed, the fortunate possessor of that marvellous chef, Antonio Pozzi himself, was thoroughly enjoying such a simple supper as this, in a place so alien and remote to any of his usual haunts.

At five minutes past 11 o'clock, Mr. Saltus, wearing a soft felt hat and a light dust coat, with the collar turned up, and almost hiding his face, stepped quietly into the yard at the back of the Empire Skating Rink, and let himself in at the private door with a Bramah latch-key. He went down to the corridor and knocked three times at the door of Professor Martin's private room. It was opened at once by the rink master, and he stepped in.

"Is everything ready, Martin?" he asked, sharply.

"Everything, sir," the man replied.

Mr. Willy has already begun on Mr. Laurie, who is upstairs with Mr. Arthur."

"Any news?"

"Nothing has happened, sir. None of the people for whom we are watching have been at the rink to-night."

Mr. Saltus nodded, and climbed briskly up the iron stair-way. He entered the room in which Muriel Tracey had seen Arthur Hughes earlier in the afternoon. The curly-headed foreign-looking man, who had been aboard the yacht—the great Mr. Willy himself, the chief artist in hair and make-up in Europe—was standing over a tall person in light tweeds, who sat in an armchair under a strong electric light. Arthur Hughes was walking nervously up and down the room, and gave a gasp of relief as Mr. Saltus came in.

Looking more like Napoleon than ever, Mr. Saltus shook Arthur warmly by the hand, bidding Mr. Willy a good evening in French. Then he stepped up to the arm chair.

"Really, Mr. Willy," he said, still in that artist's native language, "you are superb: the transformation is wonderful."

A perfect stranger to all intents and purposes was sitting in the chair, a lean, hard-featured young man, clean-shaven, with a firm, narrow mouth, of dark complexion, and with close cropped black hair.

Mr. Willy stepped aside.

"I think that will do," he said modestly, and then, whipping up a mirror from an adjacent table, he held it out to the person in the chair. The man took it, gazed earnestly at the reflection for a moment, and then stared violently.

"Gude sakes," came in broad Scotch from the thin lips. "If my old mother in Dumfries were to see me now!"

His voice failed from sheer astonishment. "It is wonderful, Laurie," Mr. Saltus answered. "There is not a single person who has ever seen you before who could recognise you now. Mr. Willy is supreme. Very well, you know what to do. Your rooms are already engaged at the Hotel Cecil, and you have your luggage there?"

The transformed secretary nodded.

"I registered during the afternoon under the name of Macpherson," he said.

"Very well, leave here immediately by the back entrance, drive straight to the hotel, attracting as little attention as possible, until I telephone to you to-morrow instructing you what to do further. Good-night."

With one odd grimace in the glass, the erstwhile Andrew Laurie picked up a straw hat, and left the room.

"Now then, sir," said Mr. Willy, motioning Arthur to the arm chair just vacated by the departing secretary.

Arthur sat down, and Mr. Willy became very busy at a table covered with the instruments and paraphernalia of his art.

"You have studied Laurie well during the last hour or two, Arthur?" asked Mr. Saltus.

"Thoroughly," the young man replied. "I can imitate him sufficiently well to deceive anyone who has only seen him once or twice. Of that I feel sure."

"Good," said Mr. Saltus in reply, walking up and down the room. "Again you see, Arthur, I use this excellent plan of my own invention. It was by making you the exact image of dear old Mr. Finch down in Cornwall for an hour or two that enabled you to escape from Marsh-moor. Now, you will become the exact image—owing to the marvellous talent of our friend here"—he bowed to Mr. Willy—"of Andrew Laurie. Everybody was accustomed to seeing Mr. Finch about for weeks before your escape. For six months everyone has been accustomed to see Andrew Laurie about with me. They will still see him about with me. A new person—one Macpherson—has come into the world whom nobody knows anything about, whom nobody will ever connect with us—that is all! Now you will be more or less free to move about in public without a possibility of recognition. Your usefulness will be enormous, increased for the work that is to be done, while your danger will be no greater than before. And, finally, if necessary, we still have an entirely unsuspected refuge for you here. As soon as Mr. Willy has finished with you, you will leave here by yourself, take a cab, and drive straight to Half Moon Street, letting yourself in with this key. Wisten will be waiting for you. Owing to a little manoeuvre I have practised this evening, I don't think any of our friends will be watching my house for some hours to come. I shall wait here for a quarter of an hour after you have gone, and then come to Half Moon Street myself. There, undisturbed and perfectly secure, we will inspect the documents which lie in my private safe."

Arthur nodded. He could not speak, for at that moment, with infinite care and delicacy, Mr. Willy, almost half by hair, was building up upon his lip a huge red moustache, the very counterpart of that which had recently been shaved from the departed secretary.

Mr. Saltus stood still, watching the operation with great interest, when, suddenly, without any warning, the door of the room burst open, and Wisten hurried in.

Mr. Saltus wheeled round like a shot, his eyes blazing with an uneasy question. Wisten did not give him time to speak.

"Oh, sir," he said in a breathless voice, "I fear something terrible has happened, something has gone very wrong. Ten minutes ago, old Mrs. Parker, the house-keeper from Grosvenor Street, drove up in a cab, asking to see you. It is Miss Muriel, sir; she is not at home. She has never returned home at all!"

(To be Continued.)

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1795 6514 6670 0001 003 0005
1884 5019 7127 533 2625 4135
0005 Foochow
3932 3293 Foochow
6666 Tientsin

CHURCH SERVICES.

UNION CHURCH, Kennedy Road. Preacher,
Rev. R. Ellison. 11 a.m. Worship. Hymns,
377, 463, 508, 135; Psalm 130 (Bartolomew).
6 p.m. Worship. Hymns 461, 444, 540, 618.

St. John's Cathedral, Hongkong, 18th
August, 11th Sunday after Trinity. Holy Com-
munion 8.15 a.m. Matins (11 a.m.) (Full
Choir). Responses, Psalms, Venite, Tractus,
Psalms, Barby, Barby, Falcen, Barby; Te
Deum, Hopkins in G.; Jubilate, Hayes in F.;
Anthem, "O Saviour of the World,"—Goss.
Holy Communion (11.45 a.m.). Kyrie, Thorne
in E Minor; Hymns 164, 172. N.B.—Psalm
90, verses 1, 2, 9, 10, 13, 14, 17 in unison; Psalm
91, verses 1, 7, 14 in unison; Psalm 92, verses
1, 2, 9, 10 in unison. Evensong (5.45 p.m.).
Responses, Psalms; of the 18th evening
(11); Magnificat; Nunc Dimittis, Fel-
ton; Hymns, 238, 276, 36.

WEATHER REPORT.

On the 16th at 11.10 a.m.—Pressure has
decreased moderately over N. Japan and the
Hainan. It has increased considerably over
central China and slightly elsewhere.
Shallow depressions lie to the north-west of
Shanghai and over the Gulf of Tonking.
Light or variable winds are indicated along
the East coast of China, and S winds over the
western portion of the China Sea.
Hongkong rainfall for 24 hours ending at
10 a.m. to-day, 6.73 inches.
The forecast for the 24 hours ending at noon
to-day is as follows:

DISTRICT	FORECAST.
Hongkong & Neighbourhood	Light or variable winds.
Hormosa Channel	Same as No. 2.
South coast of China between Hongkong and Lamook	Same as No. 2.
South coast of China between Hongkong and Hainan	Same as No. 1.
S. winds, fair.	

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, August 16th			
	Previous Day	On Date	On Date
	at 2 p.m.	at 6 a.m.	at 2 p.m.
Barometer	29.72	29.78	29.76
Temperature	79	79	87
Humidity	91	95	71
Wind Direction	WSW	East	South
Force	1	1	1
Weather	o	o	o
Rain	—	0.60	—

Highest open air Temperature on 15th ... 81
Lowest open air Temperature on 15th ... 76

HONGKONG TIDE TABLE.

From 17th to 23rd August, 1912

HIGH WATER.				LOW WATER.			
Days of Week	Days of Month	H'long. Mean Time	Height	H'long. Mean Time	Height		
Satur.	17	h. m.	ft. in.	h. m.	ft. in.		
		0 16	5 1	5 44	2 3		
Sun.	18	0 36	6 2	6 34	2 2		
		0 51	5 2	6 47	2 5		
Mon.	19	1 37	5 3	7 5	2 9		
		1 51	5 0	8 3	2 7		
Tues.	20	2 22	5 6	7 34	3 4		
		2 49	4 8	8 0	3 4		
Wed.	21	3 22	5 0	11 38	2 4		
		3 22	5 0	11 38	2 4		
Thurs.	22	No infer.	high	no low	water		
		4 29	6 0	0 44	2 0		
Fri.	23	No infer.	high	no low	water		
		5 31	6 3	1 31	1 7		
		9 42	4 3	11 56	4 2		

CANADIAN PACIFIC ROYAL MAIL STEAMSHIP LINE.

VIA VANCOUVER
AND
THE CANADIAN PACIFIC RAILWAY
PROPOSED SAILINGS FROM HONGKONG, AND QUEBEC.
SUBJECT TO ALTERATION.

FOR VANCOUVER.	FOR LIVERPOOL.
1912	1912
From Hongkong.	From Quebec.
"EMPRESS OF INDIA" Sat., 24th Aug.	"EMPRESS OF BRITAIN" Fri., 20th Sept.
"EMPRESS OF JAPAN" Sat., 14th Sept.	"ALLAN LINE" Fri., 11th Oct.
"MONTEAGLE" Sat., 5th Oct.	"EMPRESS OF IRELAND" Fri., 1st Nov.
"EMPRESS OF INDIA" Sat., 16th Nov.	"ALLAN LINE" Fri., 22nd Nov.

Steamships leave HONGKONG at 5 P.M.
for SHANGHAI, NAGASAKI, YOKOHAMA, KOBÉ,
YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Mail Express,
Train and at QUEBEC with the Company's Atlantic "EMPRESS" Steamships, 14,500
tons register, thus providing a comfortable and speedy through route to Europe.
All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the
Marconi Wireless apparatus.
Hongkong to London, let Class via Canadian Atlantic Ports or New York £71.10
Intermediate Steamship) £43 " " £45.
First Class rate to London includes cost of Meals and Berth in Sleeping Car while
crossing the American Continent by Canadian Pacific direct Line.
R.M.S. "MONTEAGLE," carries Intermediate Passengers only; at intermediate rates
affording superior accommodation for that class.
Passengers booked through to all points and AROUND THE WORLD.
SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members
of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the
Service of China and Japan Governments. Full particulars of application from Agents.
For further information Maps, Routes, Handbooks, Rates of Freight and Passage, apply to
D. W. CHADDICK, General Traffic Agent for China,
Corner Pedder Street and Praya opposite Blake Pier.

PHILIPPINES S.S. CO.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	4000	M. C. Smith	Manila, Mangarin, Iloilo and Cebu	On 21st Aug., 4 P.M.
BUBI	4000	S. A. Crosby	Manila, Mangarin, Iloilo and Cebu	On 29th Aug., 4 P.M.

For Freight or Passage, apply to
HONGKONG, 14th August, 1912. SHEWAN, TOMES & Co., General Managers,
PHILIPPINES S.S. CO. [13]

BRITISH INDIA S. N. CO., LTD. A P C A R LINE.

REGULAR SERVICE BETWEEN
CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD.
S.S. "JELUNGA," 3,361 tons, Capt. Macfadyen, will be despatched to SHANGHAI
KOBE and MOJI on 18th August, at 3 P.M.
S.S. "JAPAN," 3,805 tons, Captain Archdeacon, will be despatched to KOBE
and MOJI (YOKOHAMA if sufficient inducement offered) on 27th Aug.

WESTWARD.
S.S. "DILWARI," 3,460 tons, Capt. W. J. Bishop, will be despatched for
SINGAPORE, PENANG and CALCUTTA on 20th August, at 1 P.M.
S.S. "ARRATOON APCAR," 2,931 tons, Capt. R. F. Thomson, will be despatched
as above on 29th August.
The above Steamers have excellent Saloon accommodation for Passengers and are fitted
with all modern conveniences and carry a duly qualified surgeon.
For Freight or passage, apply to
DAVID SASSOON & CO., LTD.,
Hongkong, 17th August, 1911. Agents. [192]

SHIPPING

ARRIVAL.

ARCADIA, British str., 3,614, S. Barcham, 16th August—Shanghai 13th August, General—P. & O. S. N. Co.
 COLOMBO MARU, Japanese str., 2,419, Y. Kumoshita, 16th August—Singapore 9th August, Cotton—Nippon Yusen Kaisha.
 DEWAWONGSE, German str., 1,057, E. Guldemann, 16th August—Bangkok and Swatow 14th August, General—Butterfield & Swire.
 DEWARA, British str., 3,490, W. J. Bishop, 16th August—Kobe 9th August, General—David Sassoon & Co.
 FINEST, Bulow, German str., 4,750, F. Tager, 16th August—Shanghai 12th August, General—Hamburg-America Linie.
 HALDIN, British str., 613, A. Evans, 16th August—Swatow 16th August, General—Douglas, Lapraik & Co.
 KAWACHI MARU, Japanese str., 4,231, E. Christianson, 16th August—Mojji 9th August, General—Nippon Yusen Kaisha.
 LOONGSUNG, British str., 1,063, W. G. Leask, 16th August—Manila 10th August, General—Jardine, Matheson & Co.
 PERISA, British str., 2,754, J. Hill, 16th August—San Francisco 20th July, Mails and General—Pacific Mails S.S. Co.
 TAMU, British str., 919, French, 16th August—Swatow 16th August, Nil—Butterfield & Swire.
 TEAN, British str., 1,346, Outerbridge, August—Manila 16th August, General—Butterfield & Swire.

CLEARANCES.

AT THE HARBOR MASTER'S OFFICE.
 August 16th.
 ARCADIA, British str., for Europe.
 EASTERN, British str., for Sydney.
 ONSANG, British str., for Chingwantao.
 COLOMBO MARU, Japanese str., for Japan.

DEPARTURES.

August 16th.
 ATSUTA MARU, Jap. str., for Yokohama.
 CRINIDIA, British str., for Shanghai.
 HAITAN, British str., for Swatow.
 JINSEN MARU, Japanese str., for Kobe.

SHIPPING REPORTS.

The British str. *Teon* reports: Light to moderate S.W. wind and sea, fine weather.

VESSELS EXPECTED.

THE AMERICAN MAIL.

The P.M. str. *Korea*, carrying the American mail, will leave Yokohama for this port via Kobe, Nagasaki and Manila on the 18th August, between 10 a.m. and noon.

The P.M. str. *Siberia* left San Francisco for Hongkong via Honolulu, the Japan ports and Shanghai on the 10th August.

THE AUSTRALIAN MAIL.

The I.G.M. str. *Prinz Sigismund* left Sydney on the 27th July, at 11 a.m., and may be expected here on or about the 16th August.

The E. & A. str. *Empire* left Sydney on the 3rd August, for this port (via Queensland Ports, Timor and Manila).

THE GERMAN MAIL.

The I.G.M. str. *Prinz Ludwig*, carrying the German Mails with dates from Berlin of the 24th July, left Colombo on the 11th August, at a.m., and may be expected here on or about the 21st August.

MERCHANT STEAMERS.

The str. *Glenloch* left Singapore on the 11th August, and is due here on or about 17th August, a.m.

The str. *Glenary* left Shanghai on the 15th August, and is due here on or about 19th August, a.m.

The P. & O. str. *Ceylon* left Singapore for this port on the 15th August, at 5.30 a.m., and is due here on the 20th August, at about 4 p.m.

The "Mogul Line" str. *Pathen* from United Kingdom left Singapore on the 14th August, and is therefore due here on or about the 20th August.

The Swedish East Asiatic Co.'s str. *Nippon* left Singapore on the 15th August, and is expected to arrive here on the 20th August.

The "Ben Line" str. *Bendall* from Leith and London, left Singapore on the 11th August, for this port.

The Barber Line str. *Saint Patrick* left New York on the 26th July, for Hongkong and Far East via the Straits.

The str. *Glenary* passed the Suez Canal on the 9th August for Hongkong via the Straits.

INDO-CHINA STEAM NAVIGATION CO., LTD.

Hapang, from Batavia, is due in Hongkong 10th August.
Suining, from Batavia, is due in Hongkong 21st August.

Chipping, from Weihaiwei, is due in Hongkong 29th August.
Namsang, from Calcutta, is due in Hongkong 30th August.

Kwongyung, from Shanghai, is due in Hongkong 18th August.

SHIRE LINE.

Den of Glamis, from London, is due in Hongkong 2nd September.

BRITISH INDIA STEAM NAVIGATION CO., LTD.
Muttra, from Singapore, is due in Hongkong 19th August.

PASSED THE CANAL.

July 16th—*Belgravia*, *Glenloch*, *Hyson*, *Indragama*, *Kleist*, *Nera*, *Scandia*, *Africa*, *Arabien*, 19th—*Achilles*, *Bayer*, *Beniger*, *Derfflinger*, *Iyo*, *Maru*, *Paio*, *Pelias*, 23rd—*Antenor*, *Atenta*, *Maria*, *Ceylon*, *Lothian*, *Nimrod*, *Pathan*, *Syria*, *Wallon*, *Hill*, 26th—*Machao*, *Nora*, *Ulysses*, *Pisa*, 31st—*Caledonia*, *Prinz Ludwig*, *Prometheus*, *Salazie*, *Tydeus*, August 2nd—*Benlomond*, *Hirano*, *Maru*, *Palma*, *P. E. Friedrich*, *Seneca*, *Stentor*, *Den of Glamis*, 6th—*Hitchi*, *Maru*, *Libera*, *Bramley*, 9th—*Denbighshire*, *Nemur*, *Oceanien*, *Sachsen*, *Tenkoi*, *Alesia*, *Thesus*, *Africa*, *Glenary*, 13th—*Ajia*, *Koerber*, *Ping Suey*, *Simo*, *Glenloch*, *Burmese*, *Prince*.

ARRIVALS AT HOME.

August 13th—*Lothian*, *P. E. Friedrich*, *Stentor*, *Wallon*, *Hill*.

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "1," nearest Hongkong "2," midway between Hongkong and Kowloon "3," and those vessels berthed at the Kowloon Wharf "4," together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's Office. 2. From Harbour Master's Office to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION.	VESSEL'S NAME.	FLAG & REG.	DEPT.	CAPTAIN.	FOR FREIGHT APPLY TO.	TO BE DESPATCHED.
LONDON, VIA USUAL PORTS OF CALL.	ARCADIA	Brit. str.	—	S. Barcham	P. & O. S. N. Co.	To-day, at Noon.
LONDON & ANTWERP VIA SINGAPORE, &c.	CANDIA	Brit. str.	—	R. B. Shone	P. & O. S. N. Co.	About 22nd inst.
LONDON, LEITH & ANTWERP	CARMARTHENSHIRE	Ger. str.	k. w.	Diedrichsen	JARDINE, MATHESON & Co., Ltd.	About 24th inst.
HAVRE, BREMEN & HAMBURG, &c.	GOTTERBYE	Ger. str.	k. w.	Girstenbrun	HAMBURG-AMERICA LINIE	On 27th inst.
HAVRE, ROTTERDAM & HAMBURG, &c.	BRISGAVIA	Ger. str.	k. w.	Rassau	HAMBURG-AMERICA LINIE	On 5th September.
HAVRE & HAMBURG, &c.	SEVILLA	Ger. str.	k. w.	A. E. Moses	HAMBURG-AMERICA LINIE	On 12th September.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	MISHIMA MARU	Jap. str.	—	Fellows	NIPPON YUSEN KAISHA	On 28th inst., at D'light.
MARSEILLES, HAVRE, HAMBURG & ANTWERP, &c.	PERUSSER	Ger. str.	—	S. Tomimaga	HAMBURG-AMERICA LINIE	On 16th Sept.
VICTORIA, B.C. & TACOMA, VIA KEELUNG, &c.	MEXICO MARU	Jap. str.	—	H. W. L. Holman	OSAKA SHOSSEN KAISHA	To-day, at 1 p.m.
VICTORIA, B.C. & TACOMA, VIA KEELUNG, &c.	LOED DEBY	Brit. str.	—	J. Bortfeldt	THE BANK LINE LTD.	On 19th inst.
VICTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	INABA MARU	Jap. str.	—	W. Pass	NIPPON YUSEN KAISHA	On 27th inst., at 4 p.m.
VICTORIA, B.C. & TACOMA VIA KEELUNG & JAPAN	CHICAGO MARU	Jap. str.	—	W. Davison	OSAKA SHOSSEN KAISHA	On 3rd Sept., at 1 p.m.
VICTORIA, LONDON & LEITH	GLIMMER	Brit. str.	—	E. Bent	SHAW, TOMES & Co.	About 20th inst.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON	LUTZOW	Ger. str.	—	E. Finlayson	MELCHERS & Co.	On 21st inst., at Noon.
TRIESTE, VIA SINGAPORE, PENANG, COLOMBO, &c.	BOHEMIA	Aut. str.	—	M. Yagi	SANDER, WILHELM & Co.	On 19th inst.
TRIESTE, FUME, VENICE VIA SINGAPORE, &c.	VOHWAERTS	Brit. str.	—	D. Lenz	DODWELL & Co., Ltd.	About 23rd inst.
NEW YORK, VIA SUEZ CANAL	ATHOLL	Am. str.	—	Tulloch	SHAW, TOMES & Co.	About 10th September.
BOSTON & NEW YORK	AMERICA	Ger. str.	k. w.	H. Carey	HAMBURG-AMERICA LINIE	On 31st inst.
BOSTON & NEW YORK	DACRE CASTLE	Brit. str.	2 m.	D. Lenz	DODWELL & Co., Ltd.	About 19th Sept.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	EMPRESS OF INDIA	Brit. str.	2 m.	J. B. Harris	CANADIAN PACIFIC R. Co.	On 24th inst., at 6 p.m.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	MONTREAL	Brit. str.	2 m.	E. Courtney	CANADIAN PACIFIC R. Co.	On 5th Oct., at 6 p.m.
SAN FRANCISCO VIA KEELUNG & JAPAN, &c.	TENYO MARU	Jap. str.	—	D. Macdonald	TOYO KISEN KAISHA	On 27th inst., at Noon.
SAN FRANCISCO VIA AMOY, SHANGHAI & JAPAN, &c.	PEBIA	Am. str.	—	Sach	PAOING MAIL S.S. Co.	On 27th inst., at 1 p.m.
SAN FRANCISCO VIA KEELUNG & JAPAN, &c.	KOREA	Am. str.	—	A. E. A. Baker	PACIFIC MAIL S.S. Co.	On 3rd Oct., at 1 p.m.
AUSTRALIAN PORTS VIA MANILA	SABER	Brit. str.	1 m.	F. von Binzer	GIBB, LIVINGSTON & Co.	To-day, at Noon.
AUSTRALIAN PORTS VIA MANILA	CHANGSHA	Jap. str.	—	H. W. A. Clark, B.N.R.	BUTTERFIELD & SWIRE	On 28th inst., at 4 p.m.
AUSTRALIAN PORTS VIA MANILA	PRINZ SIGISMUND	Ger. str.	—	C. O. Williams	NIPPON YUSEN KAISHA	On 30th inst., at Noon.
CAPEPORTS VIA MAURITIUS	DUNKER	Brit. str.	—	G. M. B. Lake	MELCHERS & Co.	On 7th Sept., at 9 a.m.
MEXICAN, PERUVIAN & CHILEAN VIA JAPAN	BUYO MARU	Jap. str.	—	G. W. Gordon, B.N.R.	THE BANK LINE LIMITED	On 10th Sept.
YOKOHAMA & KOBÉ VIA SHANGHAI	MUTTRA	Brit. str.	—	J. B. Harris	TOYO KISEN KAISHA	On 4th Oct., at Noon.
KOBÉ & YOKOHAMA	AUSTRIA	Aut. str.	—	D. Macdonald	JARDINE, MATHESON & Co., Ltd.	On 20th inst., at 4 p.m.
KOBÉ & YOKOHAMA	PRINZ SIGISMUND	Ger. str.	—	Sach	SANDER, WILHELM & Co.	About 20th inst.
KOBÉ & YOKOHAMA	JAPAN	Brit. str.	—	A. E. A. Baker	DAVID SASSOON & Co., Ltd.	On 27th inst.
KOBÉ & YOKOHAMA	HITACHI MARU	Jap. str.	—	F. von Binzer	NIPPON YUSEN KAISHA	On 28th inst., P.M.
KOBÉ & YOKOHAMA	KYUJANG MARU	Jap. str.	—	H. W. A. Clark, B.N.R.	NIPPON YUSEN KAISHA	On 28th inst., at Noon.
JAPAN	CHIPSING	Brit. str.	—	C. O. Williams	NIPPON YUSEN KAISHA	On 28th inst., at Noon.
TIENTSIN VIA SWATOW & TIENTSIN	HUICHOW	Brit. str.	1 m.	G. W. Gordon, B.N.R.	JAVA-CHINA-JAPAN LINE	On 26th inst., at D'light.
WEIHAIWEI & TIENTSIN	TAMU	Brit. str.	1 m.	J. B. Harris	JARDINE, MATHESON & Co., Ltd.	On 20th inst., at 4 p.m.
TSINGTAU & NEWCHOWANG	ANHUI	Brit. str.	1 m.	E. Courtney	BUTTERFIELD & SWIRE	To-morrow, at Daylight.
SHANGHAI	CHOWYANG	Brit. str.	—	D. Macdonald	JARDINE, MATHESON & Co., Ltd.	To-morrow, at Daylight.
SHANGHAI VIA SWATOW	JEILUNG	Brit. str.	—	Sach	HAMBURG-AMERICA LINIE	To-morrow, at 3 p.m.
SHANGHAI, KOBÉ & MOJJI	PIFA	Ger. str.	—	A. E. A. Baker	ARTHUR NIELSEN & Co.	About 20th inst.
SHANGHAI, KOBÉ & YOKOHAMA	NIPPON	Brit. str.	—	F. von Binzer	P. & O. S. N. Co.	About 21st inst.
SHANGHAI, YOKOHAMA, KOBÉ & MOJJI	CELEST	Brit. str.	—	D. Jones	MELCHERS & Co.	On 22nd inst., at 4 p.m.
SHANGHAI, HANKOW, MOJJI, KOBÉ & YOKOHAMA	PRINZ LUDWIG	Ger. str.	1 m.	H. W. A. Clark, B.N.R.	P. & O. S. N. Co.	On 24th inst., at Noon.
SHANGHAI, TSINGTAU, KOBÉ & YOKOHAMA	CHERMAN	Brit. str.	—	C. O. Williams	BUTTERFIELD & SWIRE	On 24th inst., at Noon.
SHANGHAI	PALMA	Brit. str.	1 m.	Kawashima	P. & O. S. N. Co.	About 22nd inst.
SHANGHAI, MOJJI, KOBÉ & YOKOHAMA	LENAN	Brit. str.	—	N. Nielsen	BUTTERFIELD & SWIRE	On 24th inst., at Noon.
SHANGHAI	TOTOMI MARU	Jap. str.	—	G. M. B. Lake	NIPPON YUSEN KAISHA	On 28th inst.
SHANGHAI & KOBÉ	YAKAMA MARU	Jap. str.	—	G. W. Gordon, B.N.R.	JARDINE, MATHESON & Co., Ltd.	On 29th inst., at Noon.
SHANGHAI, MOJJI & KOBÉ	NAMSANG	Brit. str.	—	Christiansen	SANDER, WILHELM & Co.	About 29th inst.
SHANGHAI KOBÉ & MOJJI	INDIA	Brit. str.	—	J. B. Harris	JARDINE, MATHESON & Co., Ltd.	About 5th Sept.
SHANGHAI	AFRICA	Brit. str.	—	E. Courtney	ARTHUR NIELSEN & Co.	About 15th Sept.
SHANGHAI, NAGASAKI, KOBÉ & YOKOHAMA	JAP. OF GLAMIS	Brit. str.	—	Sach	JAVA-CHINA-JAPAN LINE	On 23rd inst., at 4 p.m.
SHANGHAI, YOKOHAMA, KOBÉ & MOJJI	TULIAPAP	Brit. str.	—	A. E. A. Baker	BUTTERFIELD & SWIRE	On 21st inst., at 10 a.m.
SHANGHAI	HANGHONG	Brit. str.	1 m.	F. von Binzer	OSAKA SHOSSEN KAISHA	To-morrow, at Noon.
NINGPO & SHANGHAI	SOSU MARU	Jap. str.	—	H. W. A. Clark, B.N.R.	DOUGLAS LAFRAIK & Co.	To-morrow, at 10 a.m.
ANPING VIA SWATOW & AMOY	MIYAJIMA MARU	Jap. str.	—	C. O. Williams	DOUGLAS LAFRAIK & Co.	On 20th inst., at 11 a.m.
TAMU VIA SWATOW & AMOY	HAIMIN	Brit. str.	2 h.	P. H. Rolfe	JARDINE, MATHESON & Co., Ltd.	On 23rd inst., at 11 a.m.
SWATOW	HAITANG	Brit. str.	2 h.	A. W. Outerbridge	BUTTERFIELD & SWIRE	To-day, at 2 p.m.
SWATOW, AMOY & FOOCHEW	HAICHING	Brit. str.	2 h.	M. C. Smith	SHAW, TOMES & Co.	On 20th inst., at 4 p.m.
SWATOW, AMOY & FOOCHEW	YUENANG	Brit. str.	—	Leask	JARDINE, MATHESON & Co., Ltd.	On 21st inst., at 2 p.m.
MANILA, CEBU & ILOILO	TEAN	Am. str.	1 m.	S. A. Crosby	SHAW, TOMES & Co.	On 29th inst., at 4 p.m.
MANILA, MANGARIN, ILOILO & CEBU	LOONGSUNG	Brit. str.	—	Christiansen	JAVA-CHINA-JAPAN LINE	Quick despatch.
MANILA	RUBI	Am. str.	—	J. B. Harris	NIPPON YUSEN KAISHA	To-day, at Noon.
MANILA, MANGARIN, ILOILO & CEBU	TJIKINI	Am. str.	—	E. Courtney	JARDINE, MATHESON & Co., Ltd.	On 19th inst.
BATAVIA, CHERBON, SAMARANG, &c.	KAWACHI MARU	Jap. str.	—	W. J. Bishop	JARDINE, MATHESON & Co., Ltd.	To-day, at Noon.
SINGAPORE, PENANG & COLOMBO	PAUSANG	Brit. str.	—	T. Sato	NIPPON YUSEN KAISHA	On 24th inst.
SINGAPORE, PENANG & CALCUTTA	DILWARA	Brit. str.	—	W. W. Tucker	JARDINE, MATHESON & Co., Ltd.	On 28th inst., at Noon.
SINGAPORE, PENANG, RANGOON & CALCUTTA	TOSA MARU	Jap. str.	—	F. Semblil	MELCHERS & Co.	Middle of Sept.
SINGAPORE, PENANG & RANGOON	BOONRO	Brit. str.	—	Mathine	BUTTERFIELD & SWIRE	On 22nd inst., at 8 a.m.
SINGAPORE, PENANG & RANGOON	KUDAT & SANDAKAN	Brit. str.	1 m.	F. Jamieson	BUTTERFIELD & SWIRE	On 23rd inst., at 8 a.m.
HOHONG & HAIPHONG	SUNGRIANG	Brit. str.	1 m.	E. de Catalano	MESSAGERIES MARITIMES	On 28th inst., at 9 a.m.
HAIPHONG	SING	Brit. str.	—			
KWANG CHOW WANG & HAIPHONG	SI-KIANG	Brit. str.	—			

BRITISH INDIA S. N. CO., LD.

NEW FORTNIGHTLY SERVICE OF STEAMERS BETWEEN KOBÉ, HONGKONG AND RANGOON.

EASTWARD.

The S.S. "MUTTRA" 4,644 tons, Captain H. Carey, will be despatched for YOKOHAMA & KOBÉ on 20th Aug. at 4 p.m., to be followed on 23rd August by S.S. "PRINDA," Capt. A. J. Evans, taking Cargo and Passengers at Current Rates.

WESTWARD.

The S.S. "ITOLA," Captain Tucker, will leave Hongkong for SINGAPORE, PENANG and RANGOON on the 28th August, at Noon, followed by the S.S. "MUTTRA," Captain H. Carey, on the 9th Sept., at Noon, taking Cargo and Passengers at Current Rates.

The above Steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences.

For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD., AGENTS. Telephone No. 215. Hongkong, 16th August, 1912. [297]

"SHIRE" LINE OF STEAMERS, LIMITED.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

FOR LONDON, LEITH & ANTWERP "CARMARTHENSHIRE" About 24th Aug.
 FOR SHANGHAI, NAGASAKI, KOBÉ & YOKOHAMA "DEN OF GLAMIS" About 5th Sept.
 FOR SHANGHAI, KOBÉ & YOKOHAMA "FLINTSHIRE" About 1st Oct.

* Does not carry passengers.
 These Steamers have superior accommodation for a limited number of First Class Passengers. Cabins are situated amidships, and are fitted with electric light and fans. Attention is particularly directed to the moderate fares charged.

For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD., AGENTS. Hongkong, 17th August, 1912. [59]

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR SINGAPORE & SOERABAYA "PAUSANG" Saturday, 17th Aug. Noon.
 * MANILA "YUENSANG" Saturday, 17th Aug. 2 p.m.
 * SHANGHAI VIA SWATOW "CHOYANG" Sunday, 18th Aug. D'light.
 * MANILA "LOONGSANG" Saturday, 24th Aug. 2 p.m.
 * TIENTSIN VIA SWATOW & TIENTSIN "CHIPSING" Sunday, 25th Aug. D'light.
 * SHANGHAI, KOBÉ AND MOJJI "NAMSANG" Thursday, 29th Aug. Noon.

RETURN TOURS TO JAPAN.
 The Steamers "KUTSANG" and "NAMSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light. * Only qualified surgeon is also carried.
 * Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

* Taking Cargo on through Bills of Lading to Yangtze Ports, Tientsin, Weihaiwei, Chefoo, Cienfuegos and Newchwang.
 Telephone No. 215, Sub. Exch. 4.
 For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD., GENERAL MANAGERS. Hongkong, 17th August, 1912. [15]

NORDDEUTSCHER LLOYD. BREMEN

IMPERIAL GERMAN MAIL

LINES.

FOR STRASBURG TONS TO SAIL.

NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP AND HAMBURG. "LUETZOW," Capt. J. BORTFELDT, 17,300 Aug. at Noon.

SHANGHAI, TSINGTAU, KOBÉ AND YOKOHAMA. "PRINZ LUDWIG," Capt. F. VON BINZER, 18,300 About Wed'day, 21st Aug.

MANILA, YAP, MARONN, SAMAR, RAI, NEWGUINEA, BRISBANE, SYDNEY AND MELBOURNE. "PRINZ SIGISMUND," Capt. D. LENZ, 5,000 {Saturday, 7th Sept., at 9 a.m.

KOBÉ AND YOKOHAMA. "PRINZ SIGISMUND," Capt. D. LENZ, 5,000 {About Tuesday, 20th Aug.

KUDAT and SANDAKAN. "BORNEO," Capt. F. SEMBIL, 5,000 {Middle of Sept.

All the Steamers of the European Line are fitted with Wireless Telegraphic New System of Telefunken.

For Further Particulars, apply to NORDDEUTSCHER LLOYD, MELOHRS & Co., GENERAL AGENTS HONGKONG AND CHINA. Hongkong, 14th August, 1912. [5]

NOTICE

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON VIA USUAL PORTS	ARCADIA	Noon, 17th Aug.	See Special of Call
SHANGHAI, HANKOW, MOJI, KOBÉ & YOKOHAMA	CEYLON	About 21st Aug.	Freight only.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	CANDIA	About 22nd Aug.	Freight only.
SHANGHAI, MOJI, KOBÉ and YOKOHAMA	PALMA	About 23rd Aug.	Freight only.
SHANGHAI	INDIA	About 29th Aug.	Freight and Passage.

Hongkong, 17th August, 1912.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
SHANGHAI	"ANHUI"	On 17th Aug. M'night
TSINGTAU and NEWCHANG	"TAMU"	On 18th Aug. D'light
HAIPHONG	"SINGAN"	On 20th Aug. 8 A.M.
WEIHAIWEI & TIENTSIN	"HUICHOW"	On 20th Aug. 4 P.M.
MANILA, CEBU and ILOILO	"TEAN"	On 20th Aug. 4 P.M.
HOIHOW & HAIPHONG	"SUNGKIANG"	On 22nd Aug. 8 A.M.
SHANGHAI	"CHENAN"	On 22nd Aug. 4 P.M.
NINGPO & SHANGHAI	"HANGCHOW"	On 23rd Aug. 4 P.M.
SHANGHAI	"LINAN"	On 24th Aug. M'night

IN CONJUNCTION WITH AUSTRALIAN ORIENTAL LINE.

MANILA, ZAMBOANGA, THURSDAY ISLAND, COOKTOWN, CAIRNE, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. REDUCED FARES, Cargo booked through for all Australia, New Zealand and Tasmania Ports.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

SS. "LINTAN" and S.S. "SANTU".

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING". Saloon accommodation Ample; Electric Fans fitted; Extra State-rooms on Deck aft. Saloon accommodation of S.S. "KAIFONG" is situated on Deck aft; Electric Fans fitted.

SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS "ANHUI", "CHENAN", "CHINHUA" and "LINAN" with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before Midnight on SATURDAY, for the SUNDAY Morning sailings. A Co's launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

REDUCED FARES.—SINGLE \$45.....RETURN \$75.
NEW SERVICE.—SHANGHAI to ANTUNG sailings on alternate Wednesdays.
For Freight or Passage apply to—
HONGKONG, 17th August, 1912. TELEPHONE 36. AGENTS. [8]

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

SWATOW, AMOY AND FOOCHOW

AND RETURN.
(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAIYANG"	Capt. A. E. Hodgins	TUESDAY, 20th Aug., at 11 A.M.
"HAOCHING"	Capt. W. C. Passmore	FRIDAY, 23rd Aug., at 11 A.M.

For SWATOW AND RETURN.

STEAMSHIP	CAPTAIN	LEAVING
"HAIMUN"	Capt. J. W. Evans	(SUNDAY, 18th Aug., at 10 A.M.) (WED'DAY, 21st Aug., at 11 A.M.)

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier). During the month of August—Return Tickets available for three months will be issued at a Reduction of 20 per cent. on the usual rate to Foochow.

For Freight and Passage, apply to—
DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 15th August, 1912.

THE EASTERN & AUSTRALIAN

STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA.

MAIL SCHEDULE (SUBJECT TO MODIFICATION).

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EASTERN	On 9th Aug.	On 17th Aug. Noon.
ALDENHAM	On 23rd Aug.	On 23rd Aug. Noon.
EMPIRE	On 23rd Aug.	On 14th Sept. Noon.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried. For further particulars apply to—
GIBB, LIVINGSTON & Co.,
AGENTS.

56

HAMBURG-AMERIKA LINIE.

DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR SHANGHAI, KOBÉ & YOKOHAMA:	STEAMERS	TO SAIL
S.S. PISA	...	20th August.
S.S. O. J. D. AHLERS	...	30th August.
S.S. C. FERD. LARSEN	...	11th Sept.
S.S. ARCADIA	...	24th Sept.

For Further Particulars, apply to—

HOMeward.

FOR HAVRE, BREMEN & HAMBURG:	STEAMERS	TO SAIL
S.S. GOLDENFELS	...	27th August.
S.S. ROTTERDAM & HAMBURG:	...	5th Sept.
S.S. SUEVIA	...	12th Sept.
S.S. PREUSSEN	...	16th Sept.
FOR BOSTON & NEW YORK:	...	31st Aug.

HAMBURG-AMERIKA LINIE,

Hongkong Office.

Hongkong, 15th August, 1912.

TOYO KISEN KAISHA.

IMPERIAL JAPANESE TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Operating the THREE TRIPLE SCREW TURBINE Steamers

CHIYO MARU, SHINYO MARU, TENYO MARU.

Speed 21 KNOTS, Displacement 21,000 TONS.

and the TWIN SCREW S.S.

"NIPPON MARU"

INTERMEDIATE STEAMER.

Speed 18 KNOTS, Displacement 11,000 TONS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	CAPTAIN	DATE OF SAILING
TENYO MARU	E. Bent	TUESDAY, 20th Aug., Noon.
SHINYO MARU	H. S. Smith	TUESDAY, 10th Sept., at Noon.
CHIYO MARU	W. W. Greene	TUESDAY, 8th Oct., at Noon.
NIPPON MARU	A. G. Stevens	TUESDAY, 25th Oct., at Noon.

THE S.S. "TENYO MARU" will be despatched for SAN FRANCISCO via KEELUNG, SHANGHAI, NAGASAKI, KOBÉ, YOKKAICHI, YOKOHAMA and HONOLULU, on TUESDAY, the 20th August, at Noon.

SOUTH AMERICA LINE.

(In Connection with the NATIONAL RAILWAYS of MEXICO at MANZANILLO and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

The Steamers—
BOYO MARU, HONGKONG MARU and KIYO MARU

Ply between HONGKONG and CORONEL via MOJI, KOBÉ, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE and VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	TONS	DATE OF SAILING
BUYO MARU	10,500	FRIDAY, 4th Oct., at Noon.
HONGKONG MARU	11,000	TUESDAY, 3rd Dec., at Noon.
KIYO MARU	17,500	SATURDAY, 1st Feb., at Noon.

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS TELEGRAPH APPARATUS and POST OFFICES.

SPECIAL RATES.—To OFFICERS of the ARMY and NAVY, members of the CIVIL and CONSULAR SERVICES, and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD.

For Full Particulars as to Passage and Freight, apply to

S. MORIMOTO, AGENT,
King's Building (Opposite Blake Pier).

247]

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE and PUGET SOUND RAILWAY

AND

THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	TONS (Gross reg.)	LEAVES
VICTORIA, B.C. & TACOMA via KEELUNG, NAGASAKI, KOBÉ, YOKKAICHI, AND YOKOHAMA	"CHICAGO MARU"	6,182	TUESDAY, 3rd Sept., at 1 P.M.
	"TACOMA MARU"	6,178	THURSDAY, 3rd Oct., at 1 P.M.
	"SEATTLE MARU"	6,182	THURSDAY, 31st Oct., at 1 P.M.
VICTORIA, B.C. & TACOMA via KEELUNG, SHANGHAI, MOJI, KOBÉ, YOKKAICHI, AND YOKOHAMA	"MEXICO MARU"	6,064	SATURDAY, 17th Sept., at 1 P.M.
	"CANADA MARU"	6,064	TUESDAY, 17th Sept., at 1 P.M.
	"PANAMA MARU"	6,059	TUESDAY, 15th Oct., at 1 P.M.

O. S. K. has made the following revision on 1st class passage to Victoria, Tacoma, Seattle, Vancouver, Portland, and San Francisco:—

From Manila	G. \$130.00
From Hongkong, Shanghai and Keelung	G. \$110.00
From Nagasaki, Moji, Kobe and Yokohama	G. \$95.00
1st class passage from Hongkong to Victoria, Tacoma, Seattle, Vancouver, Portland and San Francisco	G. \$110.00

The Co's Newly Built Steamers have fair speed. Superior accommodation for steerage Passengers, situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given toward Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES
TAMU via SWATOW and AMOY	"MIYAJIMA MARU"	SUNDAY, 18th Aug., at Noon.
ANPING via SWATOW and AMOY	"SOSHU MARU"	WED'DAY, 21st Aug., at 10 A.M.

N.B.—The Co's Coast-Line and Formosa Line of Steamers, will arrive and depart from Soon Yip Co's wharf (near the Harbour Office, Praya Central). For information of Freight, Passage, Sailings, etc., apply at the Co's Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

S. HIROI,

MANAGER.

777-7

EST ASIATIQUE FRANCAIS

MESSAGERIES MARITIMES, AGENTS.

MAIL SERVICE TO AND FROM

WIRELESS TELEGRAPHY.

TONKIN

FAST LINE.

in 53 hours.

S.S. "SI-KIANG," Capt. E. de Catalano.

(1st AND 2ND CLASSES) will leave Hongkong for

KWANG CHOW WANG and HAIPHONG,

on WEDNESDAY, the 28th Aug., 1912, at 9 A.M.

For Passage and Freight apply to

P. THOMAS, N.M. Co's AGENT.

PENINSULAR & ORIENTAL

STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS to COLOMBO	Leave HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES & LONDON	Due MARSEILLES (Brindisi 2 days earlier)	Due PLYMOUTH (London 1 day later)	
Steamer	Tons	Steamer	Tons	SUNDAY	SATURDAY
ARCADIA.....	7000	August 17	MONGOLIA 10000	Sept. 15 SATURDAY	Sept. 21 FRIDAY
ASSAYE	7500	August 31	MEDINA12500	Sept. 28	Oct. 4
INDIA	8000	September 14	MALWA11000	Oct. 12	Oct. 18
DEVANALA	8000	September 28	MOOLTAN .. 10000	Oct. 26	Nov. 1
CHINA	8000	October 12	MACEDONIA 10000	Nov. 7	Nov. 16
DELTA	8000	October 26	MAREE11000	Nov. 23	Nov. 29
INDIA	8000	November 9	MARMORA10500	Dec. 7	Dec. 13
ASSAYE	7500	November 23	MOLDAVIA 10000	Dec. 21	Dec. 27

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of booking.

FARES TO LONDON.

1st SALOON \$71.10 SINGLE, \$106.14 RETURN.

2nd SALOON \$48.80 SINGLE, \$72.12 RETURN.

IN ADDITION TO THE ABOVE MAIL STEAMERS

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1st AND 2nd SALOON PASSENGERS AT REDUCED RATES.

PROPOSED SAILINGS:

STEAMERS	Leave HONGKONG about	Due LONDON about
NUBIA	September 4	October 19
SARDINIA	September 18	November 2
NAMUR	October 16	December 1
NANKIN	October 30	December 15
NYANZA	November 13	December 29

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES

FARES TO LONDON:

1st SALOON \$55.00 SINGLE, \$82.10 RETURN.

2nd SALOON \$35.10 SINGLE, \$57.40 RETURN.

For further Particulars, apply to—

H. W. D. SHALLARD,

ACTING SUPERINTENDENT.

781

NIPPONYUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS AND DISPLACEMENT	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	MISHIMA MARU	16,000	WED'DAY, 28th Aug., at Daylight.
	KAGA MARU	12,000	WED'DAY, 11th Sept., at Daylight.
VICTORIA, B.C. and SEATTLE via KEELUNG, SHANGHAI, MOJI, KOBÉ, YOKKAICHI, SHIMIZU and YOKOHAMA	INABA MARU	12,500	TUESDAY, 27th Aug., at 4 P.M.
	SHIDZUOKA MARU	12,500	TUESDAY, 10th Sept., at 4 P.M.
SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	NIKKO MARU	9,600	FRIDAY, 30th Aug., at Noon.
	KUMANO MARU	9,600	FRIDAY, 27th Sept., at Noon.
BOMBAY via SINGAPORE, and COLOMBO	KAWACHI MARU	12,000	MONDAY, 19th Aug.
KOBÉ and YOKOHAMA	HITACHI MARU	15,000	WED'DAY, 28th Aug., at Noon.
SHANGHAI, MOJI and KOBÉ	WAKASA MARU	12,000	WED'DAY, 28th Aug.
NAGASAKI, KOBÉ and YOKOHAMA	KUMANO MARU	9,600	WED'DAY, 28th Aug., at Noon.
SHANGHAI and KOBÉ	TOTOMI MARU	4,000	MONDAY, 26th Aug.

\$ Fitted with New System of Wireless Telegraphy.

\$ Cargo only

NEW LINE OF STEAMERS

BETWEEN KOBÉ & CALCUTTA.

REGULAR FORTNIGHTLY SERVICE

FROM KOBÉ TO CALCUTTA, CALLING AT HONGKONG, SINGAPORE, PENANG and RANGOON.

The next steamer from Hongkong:—

"TOSA MARU," 6,000 tons, Capt. T. Sato, Saturday, 24th Aug.

"JINSEN MARU," 4,000 tons, Capt. Maehida, Saturday, 7th Sept.

REDUCED SUMMER RATES

BETWEEN

HONGKONG AND JAPAN PORTS.

Commencing 1st June, ending 30th September, 1912.

SPECIAL EXCURSION TICKETS (1st and 2nd Class), available for 3 Months.

Yokohama Return. Kobe Return. Moji Return. Nagasaki Return.

1st Class \$135 \$122 \$108 \$95

2nd " \$81 \$75 \$65 \$57

With option of Rail between Steamer's Calling Ports in Japan.

For Further Information as to Freight, Sailing, &c., apply to—

T. KUSUMOTO, MANAGER.

TELEPHONE Nos. 292 and 1241.

[12-13-656]

